



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

DATE: Tuesday, March 14, 2023, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2488 450 1642 # #

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COMMISSIONERS: Mandelman (Chair), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Elijah Saunders

Remote Participation

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ITEM

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1. Roll Call

2. Approve the Minutes of the February 28, 2023 Meeting – **ACTION***

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3. Community Advisory Committee Report – INFORMATION*	11
4. State and Federal Legislation Update - INFORMATION*	21
5. Adopt the Recommendations of the Caltrain 22 nd Street Station ADA Access Improvement Feasibility Study for the Preferred Improvements to Achieve Street to Platform Accessibility – ACTION*	25
6. Allocate \$16,406,910 and Appropriate \$687,236 in Prop K Funds, with Conditions, and Allocate \$2,882,492 in Prop AA Funds for 23 Requests – ACTION*	41
<p>Projects: <u>Prop K. Caltrain:</u> (PCJPB): 22nd St Station ADA Access Improvements (\$447,198), Revenue Vehicle Rehabilitation (\$22,195), Systemwide Track Rehabilitation (\$720,030). <u>Multi-Sponsor:</u> District 2 Safety Study and Implementation [NTIP Planning and Capital] (SFCTA \$159,350, SFMTA \$540,650), Mission Bay School Access Study [NTIP Planning and Capital] (SFCTA \$121,885, SFMTA \$197,422). <u>SFCTA:</u> Transportation Demand Management Market Analysis (\$406,000). <u>SFMTA:</u> Kirkland Yard Electrification (\$1,073,196), 38th and Geary Rectangular Rapid Flashing Beacons [NTIP Capital] (\$212,000), Clay & Grant, Stockton & Sutter Conduits & Signal Modifications – Additional Funds (\$240,000), Vision Zero Sign Upgrade (\$220,000), Bayview Community Based Transportation Plan Implementation (\$2,767,500), District 6 Traffic Calming & Sideshow Deterrence [NTIP Capital] (\$360,000), Visitacion Valley and Portola CBTP Implementation [NTIP Capital] (\$435,000), District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (\$237,000), Lake Merced Quick Build - Additional Funds (\$1,385,352), Next Generation Sanchez Slow Street [NTIP Capital] (\$277,300), Ortega Street Improvements [NTIP Capital] (\$330,000), Safe Streets Evaluation Program (\$398,000), Valencia Long-Term Bikeway Study [NTIP Planning] (\$210,000). <u>SFPW:</u> Sunset Blvd Pavement Renovation (\$3,100,000), Curb Ramps: Various Locations (\$2,136,651), Curb Ramps: Sacramento and Sansome (\$1,097,416). <u>Prop AA.</u> SFPW Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation (\$2,882,492).</p>	
7. Allocate \$10,000,000 in Prop K Funds, with Conditions, for Downtown Rail Extension Engineering Development and Procurement Preparation and Appropriate \$3,500,000, with Conditions, for Downtown Rail Extension Rail Program Oversight and Technical Tasks for Engineering and Procurement and \$2,500,000 for Pennsylvania Avenue Extension Pre-Environmental Bridging Study – ACTION*	69
<p>Projects: SFCTA: Downtown Rail Program Oversight and Technical Tasks for Engineering and Procurement (\$3,500,000), Pennsylvania Avenue Pre-Environmental Bridging Study (\$2,500,000). TJPA: Downtown Rail Extension Engineering Development and Procurement Preparation (\$10,000,000).</p>	



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<p>8. Award a Construction Contract to Golden State Bridge/Obayashi Joint Venture, in an Amount not to Exceed \$84,399,951 and Authorize an Additional Construction Allotment of \$15,188,818; Approve a Contract Amendment with WMH Corporation in the Amount of \$2,678,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$5,940,382; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Westside Bridges Seismic Retrofit Project - ACTION*</p>	145

Other Items

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<p>9. Introduction of New Items – INFORMATION</p> <p>During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.</p>	
<p>10. Public Comment</p>	
<p>11. Adjournment</p>	

*Additional Materials

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

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 28, 2023

1. Roll Call

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

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Safai, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Melgar (entered during Item 2) and Ronen (entered during item 2) (2)

2. Chair's Report – INFORMATION

Chair Mandelman discussed two pieces of good news about regional transportation funding. The first was that Caltrain was awarded a \$367 million grant from the Transit Intercity Rail Capital Program (TIRCP). This funding completed the Caltrain Electrification Project's funding plan. Chair Mandelman thanked Secretary Toks Omishakin and the California State Transportation Agency for their support. The Chair also shared that the California Supreme Court upheld Regional Measure 3 [bridge toll measure], which will fund about \$4.5 billion in Bay Area Transportation improvements on the Bay Area state-owned toll bridges and their approaches. Both the TIRCP and RM3 funds will allow the Transportation Authority to leverage sales tax dollars to fund and delivery major transit projects. Chair Mandelman noted that while there has been success with recent capital grants, there are pressing issues on the operating side for local and regional transit agencies. He thanked Director Tumlin and staff from the San Francisco Municipal Transportation Agency (SFMTA), the Metropolitan Transportation Commission (MTC), BART and Caltrain for attending to participate in the transit information items later on the agenda.

The Transportation Authority Board took a brief recess to address some technical issues.

There was no public comment.

3. Executive Director's Report – INFORMATION

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

Commissioner Preston recognized the hard work to secure the \$17 million Safe Streets and Roads for All grant to implement the Western Addition Community-Based Transportation Plan (CBTP), including the advocacy of Director Jeffrey Tumlin and the SFMTA. Commissioner Preston stated that the grant would fund the completion of the plan that was developed by the community in 2017. He also thank members of the community and organizations that were also instrumental in securing the funds including Majid Crawford and the Community Leadership Foundation, the Boys and Girls Club, San Francisco Housing Development Corporation, Mo'Magic, the San Francisco Rebels, the Village Project, his legislative aide Preston Kilgore, as well as thanking the federal Department of Transportation.

There was no public comment.



4. Approve the Minutes of the February 14, 2023 Meeting – ACTION*

There was no public comment.

Commissioner Preston moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

Consent Agenda

5. **[Final Approval] Appoint Mariko Davidson to the Community Advisory Committee — ACTION***
6. **[Final Approval] Allocate \$4,188,294 and Appropriate \$50,000 in Prop K Funds, with Conditions, Allocate \$1,179,000 in Prop AA Funds, and Allocate \$2,000,000 in TNC Tax Funds for Seven Requests — ACTION***
7. **[Final Approval] Adopt the Fiscal Year 2022/23 Transportation Fund for Clean Air Local Expenditure Criteria — ACTION***
8. **[Final Approval] Approve the 2023 State and Federal Legislation Program — ACTION***
9. **[Final Approval] State and Federal Legislation Update — ACTION***

There was no public comment.

Commissioner Melgar moved to approve the Consent Agenda, seconded by Commissioner Peskin.

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

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

End of Consent Agenda

10. **Metropolitan Transportation Commission's Transit Regional Network Management Update — INFORMATION***

Tilly Chang, Executive Director, Liz Brisson, SFMTA and Shurti Hari, MTC, presented the item per the staff memorandum.

Before opening the item to discussion, Chair Mandelman thanked Commissioner Ronen for her work on the MTC Commission with regard to the two transit topics before the Board.

Vice Chair Melgar also thanked Commissioner Ronen for her service on the MTC Commission, and the presenters for their thoroughness. Commissioner Melgar asked for Ms. Hari to clarify how MTC would strengthen governmental authorities as one of the steps to operationalize the Regional Network Management (RNM).

Ms. Hari responded that the operating model she described would establish key performance indicators and recurring reviews that would measure the success of the framework. She said that through this process, staff would be able to identify where the gaps may be in the structure's ability to deliver the benefits that are targeted and then would be able to fill those



gaps as needed.

Chair Mandelman thanked staff for the work and acknowledged that there was a great opportunity for collaboration across the region. The Chair related that he was concerned about potential unintended consequences of this structure and gave the example of the implementation of a free transit for youth program. He referenced that there were different levels of subsidy in fares across the region, and noted that it would be important not to disadvantage jurisdictions that have already chosen to invest in transit capital and operations funding. He asked how staff were thinking about addressing disparities across the region in how agencies were funded, and how they think about subsidies differently, and how their policies differed as a starting point.

Ms. Hari replied that it was important to remember that the focus of this effort is Regional Transit Network Management, and that local services would continue to be fully managed by the local agencies. She acknowledged that one of the key areas was indeed fare coordination and pointed to the example of Clipper Start. She also clarified that the goal of this work was to help transit, not harm it, and said that MTC would not want investments made in regional transit to come at the expense of service cuts that riders depend on. She noted that with respect to funding, this framework was intended to coordinate the experience of customer facing elements while allowing each agency to retain their own authorities.

Ms. Brisson added that the RNM Council includes the general managers of the largest agencies. She added that ultimately fare policy was a decision for each operator about their operating budget, which would still be controlled at each agency.

Ms. Hari followed up by clarifying that the Network Management Business Case work identified that while coordinating transfer policies may be a good thing to tackle at the regional level, setting individual agency fares may not be. She said there will be further analysis of this type that would go into potential future decisions as well.

During public comment, Francisco Da Costa said that this topic is a very complicated subject, and that two minutes is insufficient for public comment. He stated that there should be a needs assessment on BART, which is suffering from low ridership. He also stated in San Francisco there were Muni routes, such as the 3 bus, which were not running and impacting seniors, while at the same time, the Executive Director of the Transportation Authority was talking about electric buses in the Presidio. He a needs assessment should precede discussion of regional network management.

Aleta Dupree, said that this topic was very important and that she had attended a number of these meetings. She said that it was important to have consistency across the board, particularly around wayfinding and signage. She raised the New York City subway as an example of consistent signage that preserves historical markers, recognizing the system's history and culture. She also said that there were a lot of different agencies in the Bay Area with a lot of different fare structures, and that this created a barrier. Lastly, she noted the importance of leveling the playing field with fares, particularly with respect to attracting riders from equity priority communities.

11. Transit Fiscal Cliff Update: BART, Muni, Caltrain — INFORMATION*

Jeffrey Tumlin, Director of SFMTA; Michelle Beaulieu, Principal Transportation Planner; Casey Fromsom, Caltrain Chief Communications Officer; Pamela Herhold, BART Assistant General Manager; and Bree Mawhorter, SFMTA Chief Financial and Administration Officer presented the



item per the staff memorandum.

Following the Muni portion of the presentation, Commissioner Preston stated that he had many questions and suggested that the Board consider holding further presentations and discussions on this topic in the future. He noted that the limiting factor to increased transit service was meeting hiring needs for operators, and that meeting those hiring needs had not been adversely affected by financial constraints or debt projections. He asked staff to clarify if the 'budget offramp' mentioned in the Muni presentation meant that hiring was being limited, or if it meant that there was a potential for slowing hiring in future years.

Ms. Mawhorter clarified that the current budget depended in part on revenues recovering, and that because revenues have not recovered to the degree expected, the SFMTA would not be hiring for some new positions that the budget introduced to enhance customer service, for example with respect to parking tickets. Ms. Mawhorter contrasted this to the status of transit operator hiring, and stated that Muni is hiring transit operators as fast as possible to fill existing positions to continue to provide the current level of service. She noted that the SFMTA has hired more operators in the last two fiscal quarters than it had in the previous six fiscal quarters.

Commissioner Preston asked if the SFMTA was slowing transit operator hiring in any way.

Ms. Mawhorter responded that the SFMTA was not slowing transit operator hiring and was hiring transit operators as fast as possible.

Following the Caltrain portion of the presentation, Chair Mandelman acknowledged and thanked Commissioner Walton for serving as the San Francisco County Board of Supervisors representative on the Peninsula Corridor Joint Powers Board.

Commissioner Walton expressed the opinion that the only solution to the transit fiscal cliff is for the state and federal leadership to provide support to transit systems. He stated that he hoped the Transportation Authority and transit providers affected would work together to demand support on this issue from state and federal leadership.

Following the conclusion of the presentation, Chair Mandelman thanked the presenters.

Vice Chair Melgar concurred with Commissioner Walton's point that the region's transit system needed help from the state and federal governments. She remarked that the narrative surrounding transit recovery has largely revolved around Downtown recovery and restoring transit to the pre-pandemic pattern, and questioned if that was a realistic assumption. She noted that Muni provides transportation to areas other than Downtown, including commercial corridors and educational institutions in other districts, and that public transit was essential to the health of those institutions. She asked what efforts could be made in collaboration with those institutions to increase ridership, discourage driving and parking, and assure people that public transit would provide reliable service.

Julie Kirschbaum, SFMTA Director of Transit, thanked Vice Chair Melgar for the question and noted that it spoke to Muni's service strategy since the pandemic to think more broadly and nimbly about changing travel patterns and needs. She stated that Muni's formula for increasing ridership had succeeded where they have been able to implement it, citing the revised routing of the 22 Fillmore as an example, which now serves more riders than it did before the pandemic. She emphasized the importance of addressing the transit fiscal cliff, and stated that if it's not addressed, Muni would be unable to adapt to changing travel patterns and would instead have to consider how to eliminate Muni lines while doing the least damage to core ridership. She noted that it would be impossible to reduce Muni service and meet San Francisco's economic,



environmental, and equity goals.

Commissioner Preston expressed frustration at the inability of the City and the region to focus on public transit recovery. He noted that the Economic Recovery Task Force didn't include a single sentence about public transit in its report, and that almost nothing was heard from the Mayor on public transit recovery. He noted that Senator Wiener was working on securing funding for public transit recovery. He expressed that San Francisco was good at detailing the consequences of not funding transit, but not at treating public transit like a non-negotiable service in the way it treats water or electricity. He suggested that SFMTA and other regional transit operators communicate a clear rallying cry to constituents about what money was needed to avoid those consequences and how exactly constituents could demand it. He acknowledged that it was necessary to consider the consequences of not addressing the transit fiscal cliff and said he hopes it motivated leaders to secure funding. He reiterated his asked that a clear demand to support the efforts of state legislators be developed and that the public be involved in a more concerted effort to acquire the needed funds. He stated his belief that the Board would be in full support of what was developed to that end.

Chair Mandelman stated that in June 2022, he had been concerned that San Franciscans were unwilling to vote for transit funding, but that the November voting cycle showed that San Franciscans were willing to vote for transit funding if the case was made for it in the right way. He emphasized the need for the Mayor's Office, the Board, and transit providers to find a path to funding for San Francisco's transit providers.

During public comment, Sebastian Petty, Transportation Policy Manager at SPUR stated that public transit was essential to the lives of millions of Californians and the economic, environmental, and equity future of the Bay Area and California. He noted that public transit was especially essential in San Francisco, because the city has chosen and depends on public transit like no other city in California. He affirmed that the transit fiscal cliff was a severe and systemic issue. He stated that it would take time and coordination between many tiers of government, such as the Regional Network Management strategy discussed earlier in the meeting, to develop a sustainable business model for transit, but that such transformation would be impossible if continued transit operations weren't supported now. He stated that SPUR was part of a coalition of civic groups, operators, and local government that was urging the state to provide near-term relief funds for transit and urged the Board to support transit in acquiring needed funding.

Francisco Da Costa stated that he has been monitoring regional transportation for the last 40 years. He commended the presenters from BART and Caltrain for their presentations, but stated that Muni tended to convolute things, and that their presentation offered no solutions.

Edward Mason recommended that Caltrain work with local corporations to develop a bulk transit pass system for employees to replace corporate commuter buses. He stated that such a system would boost Caltrain ridership.

Aleta Dupree commended the presenters. She stated that Jeff Tumlin had shown her a warm welcome and shared the importance of Muni with her a few weeks ago. She expressed frustration with the phrase 'essential workers' and the potential of inferring that others were not essential. She stated that people like herself, who were disabled, were also essential because they paid fares. She asked that reduced fare be preserved during the current transit crisis. She asked that the Board embrace the idea that all people are essential.

Roland Lebrun stated that Caltrain spent \$100 million a year in pandemic relief funds to operate



more trains than ever, resulting in a drop in ridership. He stated that Caltrain was not enforcing fare payment for passengers who did not tag their Clipper cards, and that as a result the reported ridership was lower than actual ridership. He expressed the opinion that additional oversight was needed before approving more funding for Caltrain.

Other Items

12. Introduction of New Items – INFORMATION

There were no new items introduced.

13. Public Comment

Aleta Dupree complimented the Central Subway and stated that it improved her ability to access San Francisco. She also spoke in support of the Clipper program.

Anastasia Yovanopoulos stated that she hoped to be able to continue to give public comment remotely. She then asked the Board to consider that San Francisco had a smaller population now due to people leaving during the pandemic and that things had been scaled back.

Roland Lebrun complimented Transportation Authority staff for improving accessibility to the Community Advisory Committee meetings and asked if it would be possible to provide video recordings and transcripts of those meetings in the future.

14. Adjournment

The meeting was adjourned at 12:15 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, February 22, 2023

1. Committee Meeting Call to Order

Chair Ortiz called the meeting to order at 6:06 p.m.

Present at Roll Call: Members Calvin Ho, Jerry Levine, Rachael Ortega, Kevin Ortiz, Eric Rozell, and Kat Siegal (6)

Absent at Roll Call: Members Sara Barz (entered during item 2), Rosa Chen (entered during item 2), and Najuwanda Daniels (3)

2. Chair's Report - INFORMATION

Chair Ortiz reported that state lawmakers created a select committee, chaired by Senator Scott Weiner, that is focused on assisting transit agencies that continue to negatively impacted by the COVID-19 pandemic and are now facing significant operating deficits as they fully expend federal relief funds that sustained operations during the pandemic. Chair Ortiz related that one of the Transportation Authority's main legislative goals in 2023 is to secure state support to address the pending transit operations fiscal cliff, and announced that BART, Caltrain, and SFMTA would present their agency's financial outlook at the Transportation Authority's February 28th Board meeting.

Chair Ortiz reminded the CAC that this was the last fully virtual CAC meeting due to the Governor's emergency health order expiring at the end of February. He concluded by thanking staff for adding a public comment timer and thanking the public commenter who suggested adding it.

During public comment, Hillary Brown of Urban Habitat stated that she was present.

Consent Agenda

3. Approve the Minutes of the January 25, 2023 Meeting - ACTION

4. State and Federal Legislation Update – ACTION*

5. Community Advisory Committee Vacancies- INFORMATION*

There was no public comment on the Consent Agenda.

Member Levine moved to approve the Consent Agenda, seconded by Member Ortega.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Chen, Levine, Ortega, Ortiz, Rozell and Siegal (7)

Absent: CAC Members Daniels and Ho (2)



End of Consent Agenda

6. **Visitation Valley and Portola Community Based Transportation Plan Update - INFORMATION***

Christopher Kidd, SFMTA Transportation Planner, presented the item per the staff memorandum.

CAC Member Barz shared that the transportation plan appeared like a great model and expressed her appreciation.

Chair Ortiz asked whether there would be a specific liaison at the SFMTA for community contact going forward.

Mr. Kidd responded that San Francisco had success implementing the Bayview Community Based Transportation Plan with himself acting as an informal liaison. He said that he expected to fulfill a similar role for the Visitation Valley plan, however there was no formal liaison identified. Mr. Kidd shared that it could be worthwhile to make the liaison a more robust position.

During public comment, Hillary Brown stated that they were associated with Urban Habitat and asked whether the accessibility team at SFMTA had been consulted on the project.

Mr. Kidd shared that there was an advisory committee for the study with one member from SFTMA's accessible services division in addition to outreach to San Francisco's senior and disability community.

7. **Adopt a Motion of Support to Adopt the Recommendations of the Caltrain 22nd Street Station ADA Access Improvement Feasibility Study for the Preferred Improvements to Achieve Street-to-Platform Accessibility – ACTION***

David Pape, Caltrain Principal Planner, presented the item per the staff memorandum.

Member Levine asked whether there was an estimate of potential disabled users of the station or how many people currently had to go to a different station because of access issues at 22nd Street.

David Pape responded that he did not have those numbers on hand but would make an inquiry and get back to Member Levine.

Member Rozell asked whether the design would allow for elevator operations.

David Pape responded that was something that would have to be looked at more specifically but was certainly something that could be investigated later although there may be challenges on the northbound platform.

During public comment, Roland Lebrun stated that it was an exciting project but expressed concern that the platform was not level with the train so there would still need to be someplace for wheelchairs to get on the train. He questioned whether Caltrain had any plans to raise the platform for level boarding.

Member Siegal moved to approve the item, seconded by Member Ortega.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Levine, Ortega, Ortiz, Rozell and Siegal (7)



Absent: CAC Members Daniels and Ho (2)

8. Adopt a Motion of Support to Allocate \$16,406,910 and Appropriate \$687,236 in Prop K Funds, with Conditions, and Allocate \$2,882,492 in Prop AA Funds for 23 Requests – ACTION*

Anna LaForte, Deputy Director for Policy and Programming, Mike Pickford, Principal Transportation Planner, and Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Vice Chair Siegal asked if other treatments, such as stop signs, had been considered for the 38th and Geary Rectangular Rapid Flashing Beacons project. She commented that the rectangular rapid flashing beacons alone did not seem like enough to slow down drivers or require them to yield and asked if additional infrastructure treatments, such as narrowing traffic lanes or adding raised crosswalks, could be considered as complementary improvements to the rectangular rapid flashing beacons. She asked how the project would be evaluated to assess and monitor the effectiveness of the rectangular rapid flashing beacons for increasing driver yielding.

Jamie Parks, Livable Streets Director at SFMTA, responded that SFMTA could evaluate the effectiveness of the rectangular rapid flashing beacons at 38th and Geary as the project goes forward. He also noted that, in San Francisco and nationally, rapid flashing beacons, which rapidly flash a yellow light when a pedestrian is crossing, have been found to be one of the most effective pedestrian safety treatments. He commented that the Federal Highway Administration (FHWA) had found that they reduce pedestrian crashes by about 50% and about 90% of drivers yield to them. Mr. Parks noted that in the long term a full traffic signal would be an option for this location, but that would cost more than \$1 million dollars and take longer to implement. He said there was a pedestrian fatality at this intersection last year and it is one of the only uncontrolled crossings along this segment of Geary, so installing rapid flashing beacons could be a quicker solution to pedestrian safety issues.

Vice Chair Siegal responded that the study had a small sample size and asked if there was data about SFMTA's use of Rectangular Rapid Flashing Beacons, including data about their success.

Mr. Parks responded that there are over 30 Rectangular Rapid Flashing Beacons in San Francisco and he would look into the San Francisco evaluation data for them. He noted that anecdotally they work well.

Member Ortega asked if the Valencia Long-Term Bikeway Pilot project was related to the proposed middle lane bike path that had been circulated by SFMTA.

Jamie Parks, Livable Streets Director at SFMTA, responded that the Valencia Long-Term Bikeway Pilot was related to the center running bike lane proposal along Valencia, which would go to the SFMTA Board later this year. He added that regardless of the outcome of the center lane bike path proposal, Valencia Street would need a longer term vision for the street and that this study would look at additional options that have not yet been studied, such as a one-way option on Valencia Street and pedestrianizing certain blocks along Valencia Street. He said that the study would allow SFMTA to study more options and report back to refine a long-term option for Valencia Street.



Member Ortega asked if there would be more community feedback on the next phase of the study.

Mr. Parks replied that the proposed study was not an action, but rather a study to gather information on alternatives, and that the results would be presented to the community and used for future outreach. He said that the project would include a traffic and circulation study to understand impacts on parallel streets and alleys in the neighborhood of Valencia Street. There were to be made a one-way street or pedestrian street. He said that the study also included funds for merchant outreach to better understand their concerns and identify any potential options. He said that the outcome of the study would be analysis and results, which would in turn be presented and used in different forums for public outreach.

Chair Ortiz asked if the third option of a car protected bike lane along Valencia would be considered as well, and what the timeline would be to study that option. He commented that he had spoken with the Supervisor's office and that they would want the third option of a car protected bike lane on either side of the street to be considered as well. He acknowledged that there are a lot of competing interests along Valencia Street. Mr. Parks replied that SFMTA had previously studied the standard parking protected bike lane for Valencia Street and that the initial intent of the Valencia Long-Term Bikeway Pilot project was to study new options, but that it could also include a summary of the analysis about a standard parking protected bike lane so that all the potential options would be presented together. He said that the purpose of the study was to produce new information and additional options so that the benefits and tradeoffs could be looked at all together, and not to take options off the table.

Chair Ortiz asked if the end result of the study would consider the final results of the Shared Spaces program, which would change and be reduced in the coming months. He commented that he would like the study to include the end results from the Shared Spaces program along Valencia Street.

Mr. Parks replied that SFMTA could include a paragraph in the scope of work to address the Shared Spaces program. He also acknowledged that the deadline for applications is coming up, but that it is not yet known how many or which of the more than 40 Shared Spaces currently on Valencia Street would remain. He added that the study could factor in a permanent counting of the Shared Spaces once they are known in the late Spring.

Chair Ortiz replied that he had conducted his own community survey recently and that he estimated about half of the Shared Spaces would be eliminated. Chair Ortiz expressed shock and dismay that official documents had included the name "Burrito Plan." He stated that it was a problematic name, and that a different name should have been used. He stated that it was problematic and insensitive to the Latinx community to have a plan associated with one of their foods, and that he would like a different name to be used.

Mr. Parks replied that he understood Chair Ortiz's comment.

Member Barz asked if the demonstration block included in the Valencia Long-Term Bikeway Pilot project was a new idea, or if it had been done before. Member Barz also asked how it would work.



Mr. Parks replied that it was the first time that he was aware of a demonstration block being done. He said that the thought behind it was that as SFMTA goes through the circulation study and outreach process, when a particular block comes up as suitable to try out different changes, then SFMTA can test out potential changes on that block. He commented that SFMTA would be interested in applying treatments on a block-by-block basis to respond to community needs.

Vice Chair Siegal commented on the Kirkland Yard Electrification project and thanked staff for sharing additional information on SFMTA's zero emission bus rollout. She acknowledged the project was to comply with the state's Innovative Clean Transit regulation and was part of SFMTA's sustainability goal. However, she expressed concern about the substantive project investment in battery electric bus procurement and bus yards retrofit, given that SFMTA accounted for only 1% of the city's emissions. She asked if the funds should be spent on Muni's reliability and capacity investments, which would encourage the mode shift away from personal cars. She asked if SFMTA or the Transportation Authority had pushed back on the state requirement or the timeline. She also mentioned the SFMTA's COVID-related concerns about service and the transit fiscal cliff. She asked if the investment could be scheduled later to meet the 2040 requirement.

Quon Chin, Capital Programs and Construction Project Manager at SFMTA, responded on the topic of the facility plan implementation. He explained the buses would be retired at the end of their life cycle and replaced, due to their being diesel vehicles. He said diesel hybrid buses near the end of their life would also be part of the electric bus procurement. He said the diesel hybrid buses would be replaced at Kirkland Yard, but not all bus yards would be modernized because some were currently sustainable. He said Kirkland Yard would be the first facility evaluated. He said SFMTA would then review Portero Yard, which is currently under construction, and will include affordable housing. He said that the last facilities that would be part of the rollout plan would be the Presidio facilities. He stated that 2035 was SFMTA's goal to complete this plan, and the state mandate was 2040.

Vice Chair Siegal said she might send follow up questions regarding SFMTA's electrification work.

Member Barz asked about SFMTA's new approach to the Safe Streets Evaluation Program project.

Brian Liang, Livable Streets Transportation Planner and Safe Streets Program Manager at SFMTA, responded that the findings determined their new approach to projects. He said the report showed their quick-build program was effective at improving safety in the near term as SFMTA worked through longer term capital projects. He said one of the biggest takeaways was that treatments had a great impact on traffic safety regardless of project type. He said quick-builds were proven to be viable and were a great start for informing their designs for the Safe Streets projects.

Jamie Parks, Livable Streets Director at SFMTA, provided two specific examples for the Safe Streets Evaluation Program, specifically the bicycle signal phases and the No Turn on Red restrictions. He explained SFMTA worked on a bicycle signal phases evaluation in the Tenderloin and found most users complied and the bicycle signal phases worked well. He said the evaluation proved that signal separation worked at intersections with bicycle and pedestrian crossings and prompted SFMTA to invest in



bicycle signals. With respect to No Turn on Red signs, Mr. Parks said that there were anticipated conflicts with right turns on green as a result of No Turn on Red signs, but the signs proved to work well. He explained the pending 86 applications would extend the No Turn on Red to another 200 intersections.

During public comment, Hillary Brown with Urban Habitat and a member of the SFMTA Accessibility Committee commented that most of their questions had been asked by CAC Members and commented that the Transportation Authority worked with partners such as the San Francisco Bicycle Coalition.

Christ Faust urged members to reject the Next Generation Sanchez Slow Street project because it included the installation of traffic calming islands, which he stated violate the principles of the current final design which had stated there would be no solid elements. He stated that the current design employs flexible bollards, which do not impose a barrier to emergency vehicles, and that the proposal in the allocation request violated the community agreement in which SFMTA promised no permanent elements would be installed, and that it was a compromise to calm the community. He stated that the process was difficult for the neighbors who were not supportive of Slow Sanchez Street, felt their views were stifled, and felt like it was a one-sided process without balanced community input. He said that the bulb outs were an unnecessary expenditure and that the money could be better spent on fixing potholes and improving parallel streets where congestion had increased. He urged the CAC members to reject the proposal and demonstrate fiscal prudence and support for community process.

Mary Davis stated that she lived off of Valencia Street and was a biker, and expressed support for the Valencia Long-Term Bikeway Pilot project because she would like to see safety for pedestrians and bikers improve. She commented that she supported this study because it would test different configurations.

Zach Lipton stated that he traveled along Valencia Street by all modes and supported the funding request for the Valencia Long-Term Bikeway Pilot project. He commented that Valencia Street was on the High Injury Network and was not serving all members of the community well. He expressed support for the study because it would provide funds for more community outreach to imagine the best vision for Valencia Street that would serve everyone. He said he was glad to see that the project description included testing designs on pilot blocks and hoped that the pilot within a pilot process would become an active demonstration that would empower community members and allow them to see prototypes on the ground.

Member Barz moved to approve the item, seconded by Member Siegal.

Commissioner Barz moved to approve the item, seconded by Vice Chair Siegal.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Levine, Ortega, Ortiz, Rozell and Siegal (7)

Absent: CAC Members Daniels and Ho (2)

9. **Adopt a Motion of Support to Allocate \$10,000,000 in Prop K Funds, with Conditions, for Downtown Rail Extension Engineering Development and Procurement Preparation; Appropriate \$3,500,000, with Conditions, for Downtown Rail Extension Rail Program Oversight and Technical Tasks for**



Engineering and Procurement; and Appropriate \$2,500,000, with Conditions, for Pennsylvania Avenue Extension Pre-Environmental Bridging Study – ACTION*

Jesse Koehler, Rail Program Manager, presented the item per staff memorandum.

Member Barz asked for a better understanding of the purpose of the Pennsylvania Avenue Extension (PAX) Pre-Environmental Bridging Study and what the team would learn from it.

Mr. Koehler explained that the purpose of the study was to prepare for the environmental review, which is a significant investment of time and resources for a project such as PAX. He added that the Transportation Authority team needed to have a strong understanding of the design solution, its fundability, deliverability, and acceptance by partner agencies before undertaking an environmental review. He also acknowledged that a governance approach would be developed to involve partner agencies in future project phases. He emphasized that the scope of the study was a set of activities to prepare for a more significant level of investment and to make a recommendation about the project's readiness to advance to the environmental review phase.

Member Barz further asked if the study was typical for corridor that is also a link in the high-speed rail network under development in the state.

Mr. Koehler responded that he was not familiar with every portion of the statewide high-speed rail system, but that the PAX project developed in San Francisco was unique in terms of the scale of the project, the level of investment required, and local considerations for reconnecting neighborhoods and managing impacts to the surface transportation system by grade separating existing rail at-grade crossings at Mission Bay Drive and 16th Street. He pointed out that the 16th Street crossing was a focus of the project, as 16th Street was the most significant bus transit crossing of the Caltrain corridor. Mr. Koehler added that it will be important to have a solution to protect Muni operations while also accommodating increased Caltrain service and future high-speed rail. He added that part of the PAX study would be working with the California High-Speed Rail Authority and the state to develop a funding strategy for the project that reflects benefits to local transit, regional Caltrain operations, and the future statewide high-speed rail system.

Member Levine moved to approve the item, seconded by Member Siegal.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Levine, Ortega, Ortiz, Rozell and Siegal (7)

Absent: CAC Members Daniels and Ho (2)

- 10. Adopt a Motion of Support to Award a Construction Contract to Golden State Bridge/Obayashi Joint Venture, in an Amount not to Exceed \$84,399,951 and Authorize an Additional Construction Allotment of \$15,188,818; Approve a Contract Amendment with WMH Corporation in the Amount of \$2,678,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$5,940,382; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Westside Bridges Seismic Retrofit Project – ACTION***



Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Member Barz asked for clarification on whether the project involved adding any new highway miles or only retrofitting what existed and strengthening it.

Mr. Holmes answered that the project was essentially retrofitting what was existing, with a possible slight increase in mileage.

Member Ortega added to Member Barz's question about if there are any additional highway miles for the project to address the safe merging issue for the ramp off the Yerba Buena Island onto the freeway in the construction contract.

Mr. Holmes answered that the contract would provide a transit-only on-ramp in terms of additional miles and he also referred to the Southgate Road off-ramp from I-80.

Member Siegal moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Levine, Ortega, Ortiz, Rozell and Siegal (7)

Absent: CAC Members Daniels and Ho (2)

11. Update on the Yerba Buena Island Multi-Use Pathway Project – INFORMATION*

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

Member Sara Barz mentioned that she was supportive of the project and had spent time on Treasure Island and Yerba Buena Island which could be quite confusing to navigate. She asked about the project cost and what the major cost drivers were, the length of the bike path, and usage.

Mike Tan responded that high usage of the pathway was anticipated, from those entering the island, especially from the East Span of the Bay Bridge, new ferry services, and anticipated usage by those living on Treasure Island, with future residency growing. Mr. Tan also mentioned there are not a lot of existing sidewalks and bike paths, and said the project was taking a proactive approach to install these safety features. He explained that the drivers for the cost included the challenging site conditions, and the steep nature of the pathway - connecting from the East Span of the Bay Bridge down to the TI Ferry Terminal, on Hillcrest Rd and TI Road, over 1 mile in length. He mentioned there were areas with unstable soil conditions which would require additional foundation engineering work and the site conditions that would require engineering features necessary to build the pathway in that terrain.

CAC Member Rachel Ortega asked if there were other existing bike paths that would be connected.

Mike Tan responded there were very limited bike paths on the island. Mr. Tan added that this pathway would be an alternative to the steep pathway going down Macalla Road and said that pathway has upwards of 20% grades. The proposed path along Treasure Island Road and Hillcrest Road would not be that steep.

Other Items

12. Introduction of New Business - INFORMATION



Member Levine followed up on Ed Mason's complaints about commuter buses around Church and 24th Street that either lack or have the wrong permits. Member Levine requested a response from SFMTA and stated that Mr. Mason had been documenting this issue and bringing it to the CAC's attention for years.

During public comment, Ed Mason stated that he had been following this for a decade. He claimed he had about 8,000 photos and that there were certainly violations and a lack of enforcement. He stated that the buses were basically operating empty since the COVID-19 pandemic began and the buses contributed to an already congested intersection.

13. Public Comment

During public comment, Roland Lebrun asked whether it would be possible to enable the 'save transcript' button on Zoom.

Ed Mason continued his previous comment and stated that no government body wanted to hold the corporate interests accountable for their commuter buses. He stated that at their height, there were one hundred buses coming through the 24th Street corridor at Church Street and that the buses caused delays for Muni. He closed by stating that the commuter buses were a net generator of greenhouse gases.

Hillary Brown asked how they could apply to the Transportation Authority's CAC. Clerk Saunders responded that she could reach out to him for information.

14. Adjournment

The meeting was adjourned at 8:36 p.m.

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San Francisco County Transportation Authority
Agenda Item 4

State Legislation – March 2023

(Updated March 9, 2023)

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

Staff is not recommending adoption of any new positions this month, but we have added Assembly Bill (AB) 645 (Friedman) and AB 761 (Friedman) to the watch list.

Table 2 shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring on the watch list.

Table 1. Recommended Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 645 Friedman D	<p>Vehicles: speed safety system pilot program.</p> <p>This is a spot bill to authorize a speed safety system pilot program. While no substantive language has been introduced, we understand that it would include authorization of automated speed safety cameras, with a number of provisions around eligible locations, equity considerations, privacy protections, and more.</p> <p>We typically do not recommend taking positions on spot bills (waiting for substantive language to be introduced) but have supported similar speed safety system pilot program bills in the past, since speed safety cameras are one of San Francisco’s key Vision Zero strategies. We understand that the San Francisco Municipal Transportation Agency (SFMTA) has been working with the author and has no concerns so far. We have heard that the author anticipates similar opponents as prior years, including law enforcement, privacy protection groups, and social justice organizations.</p>

San Francisco County Transportation Authority
Agenda Item 4

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 761 Friedman D	<p>Transit Transformation Task Force.</p> <p>This bill would require, on or before July 1, 2024, the establishment and convening of a new Transit Transformation Task Force to include representatives from Caltrans, transit operators, local agencies, academic institutions, transportation advocacy organizations, and other stakeholders. The bill would require the task force to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the Secretary of Transportation, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.</p> <p>The bill would require the report to include a detailed analysis of issues such as what transit services are available across the state; the cost of operating, maintaining, and providing for the necessary future growth of transit; the use of state transit funding; the fund sources available for expenditure on transit; policies that impact service efficiency and transit ridership; and workforce challenges. The bill would also require the report to make recommendations, including but not limited to coordination around transit service, fares, mapping, and wayfinding; ensuring a safe and clean ride for users; increasing frequency and reliability; changes to land use, housing, and policies to improve public transit use; changes to fund distribution formulas; options for new state revenue sources for both operations and capital projects; and workforce recruitment, retention, and development challenges.</p> <p>We are recommending watching the bill at this time as it would be charged with producing recommendations on a number of topics that the Bay Area and transit operators throughout the state have actively been working on, including trying to identify funding to support and sustain the state’s transit systems. Given the amount of coordination already happening in these areas, we have heard there is concern among transit operators that restarting the work with a new task force, especially one with such broad and diverse membership, could result in recommendations that are not feasible to implement or would be recommended too late to address the pending transit fiscal cliff.</p>

San Francisco County Transportation Authority
Agenda Item 4

Table 2. Bill Status for Positions Taken in the 2023-24 Session

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 03/09/2023)
Support	ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D	Local government financing: affordable housing and public infrastructure: voter approval. Reduces the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.	Assembly Desk
Watch	AB 6 Friedman D	Transportation planning. Spot bill to require regions to fund transportation projects that significantly contribute toward their sustainable communities strategy goals and the state's climate goals.	Assembly Desk
	AB 7 Friedman D	Transportation: funding: capacity projects. Spot bill to eliminate single occupancy vehicle freeway capacity projects.	Assembly Desk
	AB 251 Ward D Principal Co-author: Wiener D	California Transportation Commission: vehicle weight safety study. Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee.	Assembly Transportation

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.

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Memorandum

AGENDA ITEM 5

DATE: February 23, 2023

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 3/14/23 Board Meeting: Adopt the Recommendations of the Caltrain 22nd Street Station ADA Access Improvement Feasibility Study for the Preferred Improvements to Achieve Street-to-Platform Accessibility

RECOMMENDATION Information Action

Adopt the recommendations of the Caltrain 22nd Street Station ADA Access Improvement Feasibility Study.

- Southbound Ramp: a 465-foot ramp with a 6.1 percent slope and three switchbacks
- Northbound Ramp A: a 305-foot ramp with 6.5 percent slope and one switchback

SUMMARY

The Caltrain 22nd Street Station is the railroad's only regular-service station that is not currently wheelchair accessible. While the Caltrain system as a whole provides meaningful access to passengers with disabilities, the platforms at 22nd Street Station are located below street-level and are only accessible by stairs. In November 2019, the Transportation Authority Board allocated \$350,000 in Prop K funds to Caltrain to conduct a feasibility study on potential improvements that would bring street-to-platform ADA accessibility to the station. Caltrain has conducted feasibility-level technical work and community engagement to develop recommended improvements to be advanced for further design. In order to advance these recommendations, Caltrain has submitted a request for Prop K funds to conduct preliminary engineering and develop a full funding plan for implementation which is included as a separate agenda item at this meeting. Caltrain estimates that implementation of the recommended

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



alternatives, including design, environmental clearance, and construction, would require a minimum of 2.5 years, subject to funding availability.	
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BACKGROUND

The 22nd Street Caltrain Station is one of three Caltrain stations in San Francisco and, prior to the COVID-19 pandemic, had approximately 1,900 daily riders – placing the station among the top ten Caltrain stations by ridership. Currently, the station can only be accessed via stairs from 22nd Street and Iowa Street for southbound and northbound service, respectively. There are no ramps, elevators, or escalators to reach the platforms.

In November 2019, through Resolution 20-16, the Transportation Authority Board allocated \$350,000 in Prop K sales tax funds to Caltrain for the 22nd Street Station ADA Access Improvement Feasibility Study (Study). The Study developed and evaluated alternative design concepts for providing an accessible street-to-platform connection for station users. The enclosed Final Report for the Study identifies a recommended alternative for both the northbound and southbound platforms, as discussed below. In support of the Study, Caltrain conducted stakeholder outreach in the community and with accessibility advocacy groups. Caltrain staff presented a draft of the Study's recommended alternatives to the Transportation Authority Board in October 2021.

DISCUSSION

Alternatives. Based on an assessment of existing conditions, physical constraints, and stakeholder engagement, Caltrain identified multiple alternatives that could provide street-to-platform accessibility to the 22nd Street Station, specifically two alternatives for the southbound platform, and three for the northbound platform:

- Southbound
 - Ramp: a 465-foot ramp with a 6.1 percent slope and three switchbacks
 - Elevator: an elevator connecting to the existing 22nd Street sidewalk
- Northbound
 - Ramp A: a 305-foot ramp with 6.5 percent slope and one switchback
 - Ramp B: a 240-foot ramp with 6.9 percent slope with no switchbacks
 - Elevator: an elevator connecting to the existing Iowa Street sidewalk

The Study team confirmed that all five alternatives were feasible from a conceptual-level design and implementation perspective and advanced all five to evaluation.

Evaluation. The Study team evaluated each of the alternatives using to the following criteria:

- Ease of Use



- Safety and Security
- Reliability
- Ease of Maintenance
- Operational Impacts
- Construction Time
- Construction Cost
- Constructability

The criteria and scoring were informed by both internal (Caltrain) and external (community) feedback and input. The evaluation process revealed a number of challenges that would result from the installation of the elevator alternatives, including with respect to safety, security, and maintenance. Existing elevators in the Caltrain system suffer from maintenance issues and frequent outages, which creates a considerable burden for riders who depend on them for access. Although the alternatives that utilize ramps would require passengers to travel longer distances, they come with significantly lower maintenance requirements, longer lifespans, and near 100 percent availability.

Public and Stakeholder Outreach. In consultation with Commissioner Walton's office, Caltrain formed a community stakeholder group to provide input and feedback during the course of the Study. This working group included representatives from the San Francisco Mayor's Office on Disability, the Dogpatch Neighborhood Association, the Dogpatch and Northwest Potrero Hill Green Benefits District, and the Potrero Boosters. The working group provided input early in the process on key design criteria for the concepts under development: the group agreed that ramps were preferred over elevators; that longer ramps with gradual slopes are preferred to shorter, steeper ramps; and that improved accessibility at 4th and King and Bayshore stations was not an acceptable substitute for improvements at 22nd Street Station.

After initial concept development and evaluation, the Study team shared concept designs with the working group for further input and refinement. The Study team also presented concept designs to the Caltrain Accessibility Advisory Committee and the SFMTA Multimodal Accessibility Advisory Committee, as well as with representatives from San Francisco Senior and Disability Action and from LightHouse for the Blind and Visually Impaired. Feedback from this second round of review included: a desire to incorporate broader accessibility improvements; the need to resolve potential platform circulation issues raised by some ramp configurations; and consideration of broader safety and security concerns.

In future phases, Caltrain proposes to continue to convene the community stakeholder working group to review and provide input as designs continue to be refined.

Recommendations and Next Steps. The Study identifies the Southbound Ramp and Northbound Ramp A as the recommended options to be advanced to further design, development, and implementation. The Study identifies a total preliminary cost estimate of



approximately \$12 million (in 2021 dollars) and a potential implementation timeframe of at least 2.5 years for delivery of both the southbound and northbound ramps, assuming funding availability. Because the Study represents only a feasibility-level analysis, further engineering work is required to refine both the design details and cost estimates. In particular, Caltrain staff has identified the need for more in-depth analyses of the station's underground utilities and the geotechnical conditions of the slope upon which the Southbound Ramp would be constructed to confirm the design of the foundation and supports. Given these considerations, depending on the final scope and implementation schedule, total costs could be on the order of \$20 million in year-of-expenditure dollars.

The Study inventoried potential funding sources at the federal, state, regional, and local level; however, the Study did not develop a comprehensive funding plan for implementation. There are promising discretionary funding sources for which the project would be expected to be competitive, including the federal All Stations Accessibility Program (ASAP). ASAP is a new Federal Transit Administration (FTA) program established by the Infrastructure Investment and Jobs Act, specifically aimed at funding improvements to legacy rail stations to bring them in to compliance with ADA requirements. The FTA recently made \$686 million of awards through this program for federal Fiscal Years 2022 and 2023, and \$350 million is available each year through federal Fiscal Year 2026. ASAP requires a minimum 20 percent local funding match.

Caltrain's position is that station-specific improvements on the Peninsula Corridor are the responsibility of the city or county in which a station is located. However, given the importance and high ridership of this station, and the need for investments to bring it to an ADA-compliant standard (and with it, the entirety of the Caltrain system), Transportation Authority staff has proposed development of a cost-sharing approach. Caltrain and Transportation Authority staff believe the project will be highly competitive for future cycles of ASAP grant funding, and working together to prepare an application to that or other grant programs may support this cost-sharing proposal. Caltrain and its funding partners, including the Transportation Authority, will need to work together to develop the complete funding plan. Development of a more detailed funding plan is included in the scope of work for the for the next phase of project development proposed in the Prop K allocation request included under a separate item on the February 14, 2023 Board meeting agenda.

Relationship to Future Projects. The Transportation Authority and partner agencies are currently advancing multiple planning and project development efforts which will impact the Caltrain corridor within San Francisco. The Pennsylvania Avenue Extension (PAX) is planned as a future project to replace existing at-grade crossings at Mission Bay Drive and 16th Street with a new rail tunnel. The PAX alternatives currently under consideration would have varying levels of impact on 22nd Street station; however, all PAX alternatives would require some level of re-design/reconfiguration or relocation of the existing 22nd Street station. The PAX project will require, at minimum, an additional 15 years to plan, approve, and construct. Given



the need to upgrade access at the existing station, the Study's recommended alternatives should be implemented in the immediate term, regardless of potential longer-term changes to the station associated with PAX.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2022/23 budget.

CAC POSITION

The CAC considered this item at its February 22, 2023 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Caltrain Presentation: 22nd Street Station ADA Access Improvement Feasibility Study
- Attachment 2 - Resolution
- Enclosure 1 - Caltrain 22nd Street Station ADA Access Improvement Feasibility Study Final Report

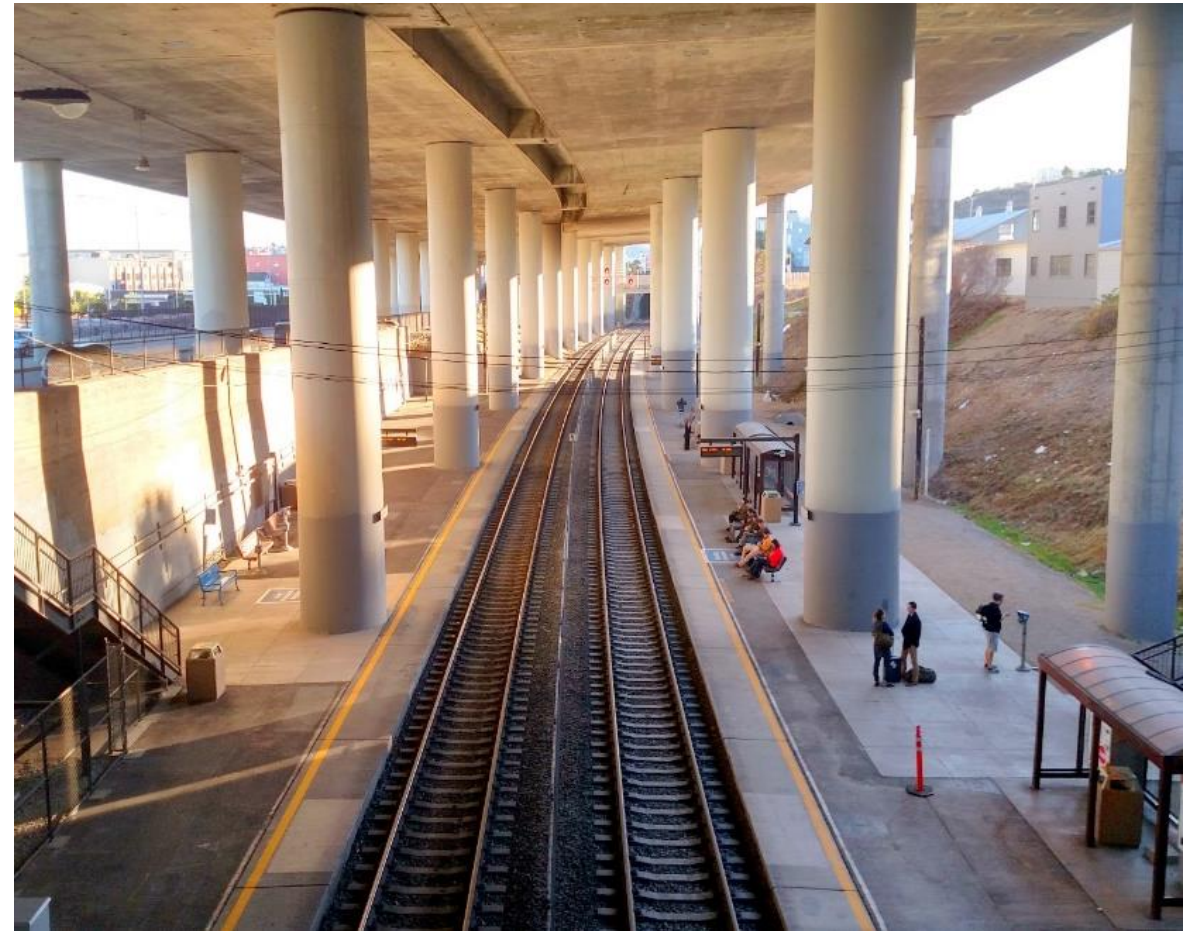
22nd St Station ADA Access Improvement Feasibility Study

SFCTA Board



Context

- When PCJPB purchased the Caltrain right of way, it inherited several stations which were not wheelchair accessible
- Today, the Caltrain system as a whole is accessible to riders with disabilities
- 22nd Street Station is currently only accessible via stairs
- Riders unable to use stairs must instead use 4th & King or Bayshore
- The current station configuration is highly constrained



Long-Range Planning Work

Pennsylvania Avenue Extension (PAX)

- Preliminary environmental and engineering work led by SFCTA
- Proposed realignment of the Caltrain service which may conflict with the existing 22nd Street Station

Southeastern San Francisco Rail Station Study (SERSS)

- Initially led by the San Francisco Planning Department
- Evaluating options for a reconfigured or relocated Caltrain station in the Dogpatch/Potrero Hill and/or Bayview neighborhoods
- Next phase of study will be led by SFCTA

Study Overview

- Study kicked off in February 2020 at the request of D10 Supervisor Walton
- Scope was focused on determining the feasibility of street-to-platform ADA access improvements at 22nd St Station
- Recommendations must be contextualized within the findings of Southeastern San Francisco Rail Station Study (SERSS) and PAX
- Study identified feasible ramp and elevator alternatives for each platform, then analyzed constructability, implementation timeline, costs and funding opportunities

Outreach Participants

Study Community Stakeholder Group:

- San Francisco Mayor's Office on Disability
- Green Benefit District
- Dogpatch Neighborhood Association
- Potrero Boosters

Additional Outreach:

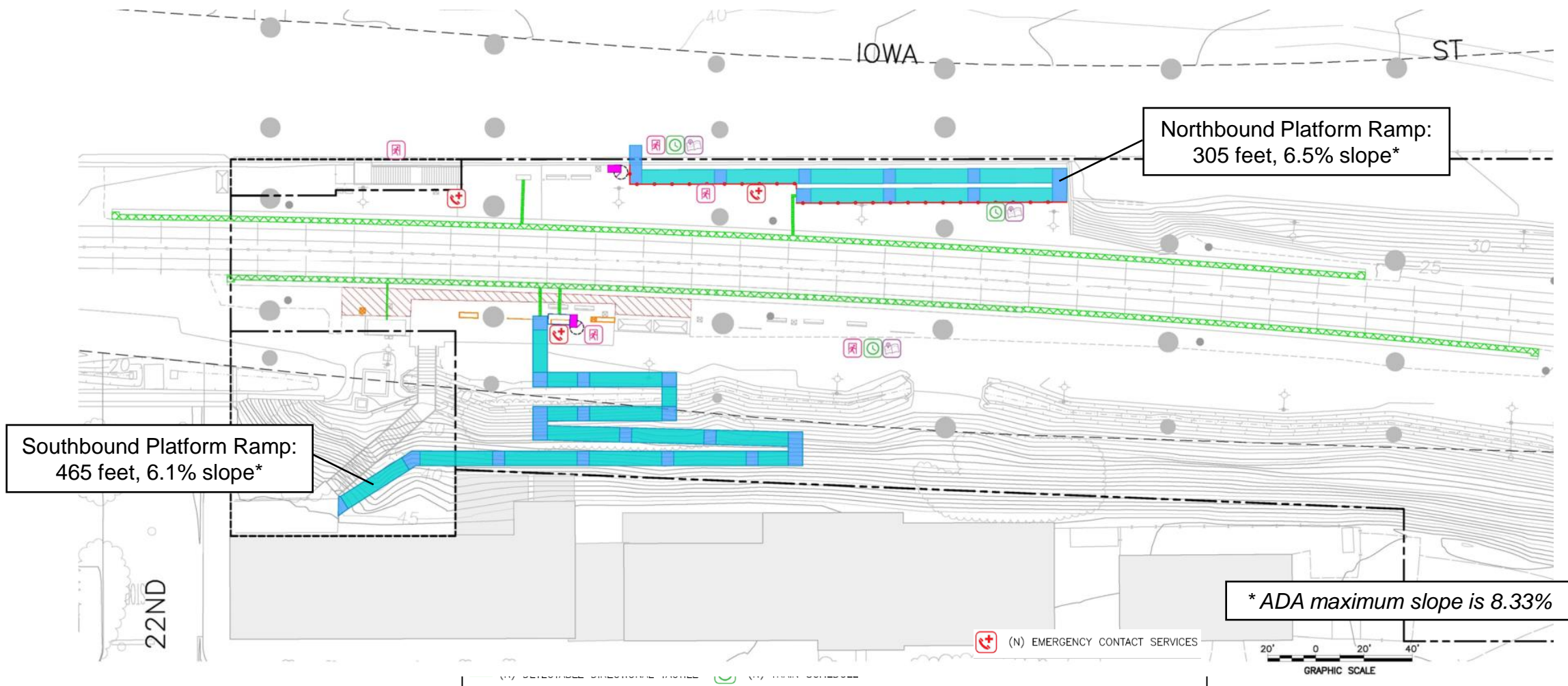
- Caltrain Accessibility Advisory Committee
- SFMTA Multimodal Accessibility Advisory Committee
- Senior and Disability Action
- Lighthouse for the Blind



Stakeholder Feedback

- Ramps yield better overall user experience than elevators (cleaner, more secure, and more reliable)
- Elevators create substantial maintenance issues
- Long ramps are acceptable, but slopes should be decreased where possible
- The Study's alternatives are acceptable interim solutions, but a station rebuild/relocation is preferred in the long term

Recommended Alternative



Next Steps

- Adopt the Caltrain 22nd St Station ADA Access Improvement Feasibility Study
- Advance preliminary design of recommended alternative
 - Funding request for \$447,197 deobligated Proposition K funds
 - Scope to include development of funding and implementation plan
- Secure funding to advance designs through 100% engineering and construction
 - Project well aligned for FTA All Stations Accessibility Program Grant

FOR MORE INFORMATION

WWW.CALTRAIN.COM





RESOLUTION ADOPTING THE RECOMMENDATIONS OF THE CALTRAIN 22ND STREET STATION ADA ACCESS IMPROVEMENT FEASIBILITY STUDY FOR THE PREFERRED IMPROVEMENTS TO ACHIEVE STREET-TO-PLATFORM ACCESSIBILITY

WHEREAS, The 22nd Street Caltrain Station is one of three Caltrain stations in San Francisco and, prior to the COVID-19 pandemic, had approximately 1,900 daily riders - placing the station among the top ten Caltrain stations by ridership; and

WHEREAS, The 22nd Street Caltrain Station is the railroad's only regular-service station that is not currently wheelchair accessible with the street-to-platform connection being made only via stairs from 22nd Street and Iowa Street for southbound and northbound service, respectively; and

WHEREAS, In November 2019, through Resolution 20-16, the Transportation Authority Board allocated \$350,000 in Prop K sales tax funds to Caltrain for the 22nd Street Station ADA Access Improvement Feasibility Study (the Study), and

WHEREAS, Caltrain formed a community stakeholder group to provide input and feedback during the course of the Study; and

WHEREAS, Based on an assessment of existing conditions, physical constraints, and stakeholder engagement, Caltrain identified multiple alternatives that could provide street-to-platform accessibility to the 22nd Street Station; and

WHEREAS, Caltrain evaluated each of the alternatives based on criteria informed by both internal Caltrain and external community feedback and input; and

WHEREAS, Based on this evaluation and additional input from the community stakeholder group, the enclosed final report for the Study identifies the Southbound Ramp, a 465-foot ramp with a 6.1 percent slope and three switchbacks, and Northbound Ramp A, a 305-foot ramp with 6.5 percent slope and one switchback as the recommended options to be advanced to further design, development, and implementation; and

WHEREAS, Caltrain has separately submitted a Prop K sales tax allocation request to conduct preliminary engineering and develop a full funding plan for implementation of the recommended ramps; and

WHEREAS, The Transportation Authority Community Advisory Committee was briefed on the Study at its February 22, 2023 meeting and unanimously adopted a motion of support



to adopt the recommendations of the Study for the preferred improvements to achieve street-to-platform accessibility; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the recommendations of the Study for the preferred improvements to achieve street-to-platform accessibility, specifically the Southbound Ramp, a 465-foot ramp with a 6.1 percent slope and three switchbacks, and Northbound Ramp A, a 305-foot ramp with 6.5 percent slope and one switchback.

Enclosure:

1. Caltrain 22nd Street Station ADA Access Improvement Feasibility Study Final Report



Memorandum

AGENDA ITEM 6

DATE: February 23, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/14/2023 Board Meeting: Allocate \$16,406,910 and Appropriate \$687,236 in Prop K Funds, with Conditions, and Allocate \$2,882,492 in Prop AA Funds for 23 Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,189,423 to Caltrain (PCJPB), with conditions, for:</p> <ol style="list-style-type: none"> 1. 22nd St Station ADA Access Improvements (\$447,198) 2. Revenue Vehicle Rehabilitation (\$22,195) 3. Systemwide Track Rehabilitation (\$720,030) <p>Allocate \$8,145,348 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 4. Kirkland Yard Electrification (\$1,073,196) 5. 38th and Geary Rectangular Rapid Flashing Beacons [NTIP Capital] (\$212,000) 6. Clay & Grant, Stockton & Sutter Conduits & Signal Modifications - Additional Funds (\$240,000) 7. Vision Zero Sign Upgrade (\$220,000) 8. Bayview Community Based Transportation Plan Implementation (\$2,767,500) 9. District 6 Traffic Calming & Sideshow Deterrence [NTIP Capital] (\$360,000) 10. Visitation Valley & Portola Community Based Transportation Plan Implementation [NTIP Capital](\$435,000) 11. District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (\$237,000) 12. Lake Merced Quick Build - Additional Funds (\$1,385,352) 	<ul style="list-style-type: none"> <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: _____
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- 13. Next Generation Sanchez Slow Street [NTIP Capital] (\$277,300)
- 14. Ortega Street Improvements [NTIP Capital] (\$330,000)
- 15. Safe Streets Evaluation Program (\$398,000)
- 16. Valencia Long-Term Bikeway Study [NTIP Planning] (\$210,000)

Allocate \$6,334,067 in Prop K funds and \$2,882,492 in Prop AA funds to San Francisco Public Works (SFPW) for:

- 17. Sunset Blvd Pavement Renovation (\$3,100,000)
- 18. Curb Ramps: Various Locations (\$2,136,651)
- 19. Curb Ramps: Sacramento and Sansome (\$1,097,416)
- 20. Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation (\$2,882,492)(Prop AA)

Appropriate \$406,000 in Prop K funds, with conditions, for:

- 21. Transportation Demand Management Market Analysis (\$406,000)

Allocate and Appropriate \$1,019,307 in Prop K funds, with conditions to SFMTA and SFCTA for:

- 22. District 2 Safety Study and Implementation [NTIP Planning and Capital] (SFMTA \$540,650, SFCTA \$159,350)
- 23. Mission Bay School Access Study [NTIP Planning and Capital] (SFMTA \$197,422, SFCTA \$121,885)

SUMMARY

This is the final allocation of sales tax funds from the Prop K Expenditure Plan. Prop L will supersede Prop K starting April 1, 2023. There will be a brief pause on sales tax allocations as we work with sponsors to draft the Prop L 5-Year Prioritization Programs (5YPPs), which are required to be approved by the Board as a prerequisite for the allocation of Prop L funds. We anticipate this pause could end as soon as the June/July Board meeting cycle. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.



DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. 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 or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic 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 enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$16,371,910 and appropriate \$687,236 in Prop K funds, with conditions, and allocate \$2,882,492 in Prop AA. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K and Prop AA Fiscal Year 2022/23 allocations and appropriations approved 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 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its February 22, 2023, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K and Prop AA Allocation Summaries - FY 2022/23
- Attachment 5 - Resolution
- Enclosure - Allocation Request Forms (23)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	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 ³	Actual Leveraging by Project Phase(s) ^{4,5}		
Prop K	7, 20P	PCJPB	22nd St Station ADA Access Improvements	\$ 447,198		\$ 447,198	71%	0%	Planning	10
Prop K	17P	PCJPB	Revenue Vehicle Rehabilitation ⁵	\$ 22,195		\$ 22,195	84%	0%	Construction	6, 10
Prop K	20M	SFMTA	Kirkland Yard Electrification	\$ 1,073,196		\$ 2,007,323	90%	47%	Planning	3
Prop K	22P	PCJPB	Systemwide Track Rehabilitation ⁵	\$ 720,030		\$ 720,030	78%	0%	Construction	6, 10
Prop K	31	SFMTA	38th and Geary Rectangular Rapid Flashing Beacons [NTIP Capital]	\$ 212,000		\$ 250,000	26%	15%	Design, Construction	1
Prop K	33	SFMTA	Clay & Grant, Stockton & Sutter Conduits and Signal Modifications - Additional Funds	\$ 240,000		\$ 660,000	41%	0%	Construction	3
Prop K	33	SFMTA	Vision Zero Sign Upgrade	\$ 220,000		\$ 2,189,560	41%	90%	Design, Construction	Citywide
Prop K	34	SFPW	Sunset Blvd Pavement Renovation	\$ 3,100,000		\$ 6,508,700	79%	52%	Construction	4
Prop K	38	SFMTA	Bayview Community Based Transportation Plan Implementation	\$ 2,767,500		\$ 2,767,500	51%	0%	Construction	10
Prop K	38	SFCTA/ SFMTA	District 2 Safety Study and Implementation [NTIP Planning and Capital]	\$ 700,000		\$ 700,000	51%	0%	Planning, Implementation phase TBD	2
Prop K	38	SFMTA	District 6 Traffic Calming & Sideshow Deterrence [NTIP Capital]	\$ 360,000		\$ 360,000	51%	0%	Design, Construction	6
Prop K	38, 40	SFCTA/ SFMTA	Mission Bay School Access Plan [NTIP Planning and Capital]	\$ 319,307		\$ 319,307	44%	0%	Planning, Implementation phase TBD	6
Prop K	38, 40	SFMTA	Visitacion Valley & Portola CBTP Implementation [NTIP Capital]	\$ 435,000		\$ 435,000	34%	0%	TBD	9, 10

Prop K	39	SFMTA	District 7 Ocean Ave Safety & Bike Access [NTIP Capital]	\$ 237,000	\$ 237,000	28%	0%	TBD	7
Prop K	39, 40	SFMTA	Lake Merced Quick Build - Additional Funds	\$ 1,385,352	\$ 2,845,352	27%	51%	Construction	4, 7
Prop K	39	SFMTA	Next Generation Sanchez Slow Street [NTIP Capital]	\$ 277,300	\$ 290,000	28%	4%	Design, Construction	8
Prop K	39	SFMTA	Ortega Street Improvements [NTIP Capital]	\$ 330,000	\$ 330,000	28%	0%	Design, Construction	4
Prop K	39	SFMTA	Safe Streets Evaluation Program	\$ 398,000	\$ 398,000	28%	0%	Planning	Citywide
Prop K	39	SFMTA	Valencia Long-Term Bikeway Study [NTIP Planning]	\$ 210,000	\$ 210,000	28%	0%	Planning	9
Prop K	41	SFPW	Curb Ramps: Various Locations	\$ 2,136,651	\$ 2,136,651	45%	0%	Construction	1, 2, 4, 5, 7, 9, 10, 11
Prop K	41	SFPW	Curb Ramps: Sacramento and Sansome	\$ 1,097,416	\$ 1,097,416	45%	0%	Construction	3
Prop K	43	SFCTA	Transportation Demand Management Market Analysis	\$ 406,000	\$ 406,000	54%	0%	Planning	Citywide
AA	701	SFPW	Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation	\$ 2,882,492	\$ 5,961,000	NA	52%	Construction	6, 9, 10

TOTAL	\$ 17,094,145	\$ 2,882,492	\$ 31,298,232	45%	35%
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Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax 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.

⁵ Prop K funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Overall, Prop K funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7, 20P	PCJPB	22nd St Station ADA Access Improvements	\$ 447,198		Funds will be used to advance analysis and preliminary design of the two ramp alternatives recommended in the Caltrain 22nd Street Station ADA Access Improvement Feasibility Study. The ramps would provide street-to-platform accessibility at the station where none exists. The scope also includes additional community outreach and the development of a full funding plan for the project that reflects Joint Caltrain/SFCTA funding of the project. Caltrain expects to complete the work funded by this request by March 2024.
17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 22,195		This request will fund the Bombardier, Gallery and Locomotive Cars state of good repair programs. Caltrain's fleet failures are increasing and funding is necessary to support the programs to maintain the passenger coach fleet until all electrical service is finalized. Caltrain expects the project will be open for use by December 2024.
20M	SFMTA	Kirkland Yard Electrification	\$ 1,073,196		Requested funds will be used for the preliminary engineering phase for the renovation and upgrade of the Kirkland bus maintenance facility and yard located at 2301 Stockton Street and 151 Beach Street in the Fisherman's Wharf area. The project plan involves retrofitting the Kirkland Facility for immediate "temporary" usage of the site to support the deployment of (91) 40-foot battery-electric buses (BEBs) by end of 2027. The main deliverables from the preliminary engineering phase include a Preliminary Engineering Report, technical specifications, design criteria, project schedule, and construction cost estimate. This project is part of SFMTA's overall sustainable transportation plan in addressing climate change and environmental concerns. SFMTA expects that the facility will be open for use by early 2028, subject to funding availability.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 720,030		Funds will be used to keep the Caltrain's railroad track and structures in a state of good repair. Activities include but are not limited to replacement of rail and ties, track grinding, ballast replacement, track surfacing, and switch repairs. Caltrain expects the project will be open for use by December 2025.
31	SFMTA	38th and Geary Rectangular Rapid Flashing Beacons [NTIP Capital]	\$ 212,000		This project would make pedestrian safety and traffic calming improvements at the intersection of 38th Avenue and Geary Boulevard by installing Rectangular Rapid Flashing Beacons for eastbound and westbound directions of Geary Boulevard. This pedestrian safety enhancement would alert motorists to people who may be crossing Geary Boulevard along 38th Avenue, where crosswalks featuring continental markings are already present on the east and west legs of the intersection. SFMTA anticipates the project will be open for use by September 2024.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Clay & Grant, Stockton & Sutter Conduits and Signal Modifications - Additional Funds	\$ 240,000		Funds will be used to install traffic signal conduits, pole foundations and poles, upgraded vehicular signals and new pedestrian signals at the intersections of Clay & Grant streets and Stockton & Sutter streets as part of SFPW's sub-sidewalk basement curb ramp project. In 2020, the Transportation Authority allocated \$420,000 to SFMTA for this project. SFMTA has requested additional Prop K funds to cover cost increases due to schedule delays and scope increase, the most significant being a scope addition at Stockton/Sutter to remove existing signals from a historic PG&E pole and relocate them to another pole to improve the existing signal infrastructure at that intersection. SFMTA expects that construction will start in Spring 2023 and the project will be open for use by March 2024.
33	SFMTA	Vision Zero Sign Upgrade	\$ 220,000		Funds will be used to enhance traffic and pedestrian safety by installing new and replacement signs with the latest retro-reflectivity. Signs include No Turn on Red, STOP, Speed Limit, No Left/Right Turn, and One Way. Prop K funds are intended to provide the required 10% local match for a \$2 million Highway Safety Improvement Program (HSIP) grant application. SFMTA expects to be notified prior to the March 14, 2023 Board meeting if it was successful in obtaining the HSIP grant. If SFMTA does not receive the HSIP award, the project scope will include only No Turn on Red signs at up to 200 intersections (approximately 1,300 signs). See the enclosed Allocation Request Form for locations. Installation is expected to start in Fall 2023 and be open for use by Summer 2025.
34	SFPW	Sunset Blvd Pavement Renovation	\$ 3,100,000		Demolition and pavement renovation of 42 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Sunset Boulevard from Martin Luther King Jr. Drive to Lake Merced Boulevard. Public Works will coordinate with SFMTA to implement the SFMTA's 29 Sunset Improvement Project in the paving project area, including concrete sidewalks at various stops, bus pads, electrical infrastructure to support power connections for transit shelters, lane and crosswalk re-striping, and other pavement delineations. SFPW anticipates that construction will start by June 2023 and the project will be open for use by June 2025.
38	SFMTA	Bayview Community Based Transportation Plan Implementation	\$ 2,767,500		Funds will be used to construct pedestrian safety improvements developed through the Bayview Community Based Transportation Plan, a two-year community-driven planning effort in partnership with the SFMTA. Improvements include Rectangular Rapid Flashing Beacons at Innes Avenue and Arelious Walker Drive and Apollo Street and Williams Avenue and 15 bulbouts at high priority locations identified in the plan. SFMTA expects the project will be open for use by September 2024.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFCTA	District 2 Safety Study and Implementation [NTIP Planning and Capital]	\$ 700,000		The District 2 Safety Study will focus on access routes to land uses that attract children, seniors, and other vulnerable road users (e.g. parks, schools, hospitals, and recreational destinations), develop a methodology to address safety challenges and barriers to access, and create a toolkit of safety improvements and implementation approach for those improvements. NTIP funds will be used to implement study recommendations, which may be a combination of quick-build or permanent construction. Both phases of the study will involve community outreach. Transportation Authority staff anticipate completing the Safety Study and presenting it to the Board for approval in December 2024.
38	SFMTA	District 6 Traffic Calming & Sideshow Deterrence [NTIP Capital]	\$ 360,000		Requested NTIP funds will be used to design and install traffic calming devices (e.g. speed humps) and sideshow deterrence measures (e.g. may include raised pavement markers, rubber speed humps, paint) to improve safety at 11 locations identified by the District 6 Commissioner's office and its constituents. See the enclosed Allocation Request Form for a map and list of locations. SFMTA expects that the project will be open for use by September 2024.
38, 40	SFCTA/ SFMTA	Mission Bay School Access Plan [NTIP Planning and Capital]	\$ 319,307		The requested NTIP funds will be used to analyze connectivity between the new Mission Bay elementary school site at 6th Street and Mission Bay Boulevard South, the existing active transportation network, and existing/planned transit. The project will also coordinate expected transportation programs and improvements from adjacent developments to ensure school access is supported. Transportation Authority staff anticipate completing the Access Plan and presenting it to the Board for approval by June 2024. NTIP funds are also requested to implement infrastructure improvements to mitigate 1-2 key barriers to active transportation, to be identified and recommended through the Access Plan.
38, 40	SFMTA	Visitation Valley & Portola CBTP Implementation [NTIP Capital]	\$ 435,000		The requested NTIP funds will fund implementation of recommendations from the Visitation Valley & Portola Community Based Transportation Plan (CBTP). Improvements may include, but are not limited to the following types of safety improvements: speed humps/cushions; lighting; crosswalk flashing beacons; new and/or raised crosswalks; pedestrian bulbouts; new bikeways; and Muni stop improvements. Final improvements and locations to be funded by this request will be identified through the CBTP's third phase of outreach, anticipated to conclude mid-February, and in consultation with the District 10 Supervisor's office.
39	SFMTA	District 7 Ocean Ave Safety & Bike Access [NTIP Capital]	\$ 237,000		Funds will be used for implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the Ocean Ave Mobility Action Plan [NTIP Planning] process. Transportation Authority staff anticipate presenting the Action Plan to the Board for approval in May 2023.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39, 40	SFMTA	Lake Merced Quick Build - Additional Funds	\$ 1,385,352		<p>Funds will be used to provide roadway reallocation and lane narrowing on sections of Lake Merced Boulevard from John Muir Drive to Skyline Boulevard, promoting traffic calming and allowing for multimodal street improvements. The project has two principal goals: 1) install traffic calming improvements to reduce collisions and improve comfort for all travelers along Lake Merced Boulevard, and 2) implement safe pedestrian and bicycle connections to or along Lake Merced Boulevard. The project is anticipated to be open for use by June 2024.</p> <p>This request would supplement \$1.46 in TNC Tax funds allocated by the Transportation Authority in December 2021 to cover a \$1.39 million cost increase for the project, which is due to several factors, primarily increased scope. This request includes increasing the length of the protected bike lane and constructing concrete buffers along much of the corridor to improve safety. SFMTA also did not fully anticipate the need to construct concrete transit boarding islands. Finally, costs for outreach and construction management have been higher than expected due to the complexity of the project.</p>
39	SFMTA	Next Generation Sanchez Slow Street [NTIP Capital]	\$ 277,300		<p>Funds will be used to design and construct 'next generation' Slow Street improvements along Sanchez Street from 23rd Street to 30th Street. Construction treatments will include the installation of traffic calming islands with potential landscaping and permanent signs, wayfinding & identification signs on poles to improve connections to the City's bike network, and up to 4 traffic calming concrete islands on Sanchez Street to create community space and add green elements in the roadway. SFMTA anticipates that the project will be open for use by March 2024.</p>
39	SFMTA	Ortega Street Improvements [NTIP Capital]	\$ 330,000		<p>Funds will be used to design and construct traffic calming devices on Ortega Street between 19th and 47th avenues to create a priority pedestrian and bicycle route on this neighborhood street. Various traffic calming features are included in the design to improve traffic safety, improve comfort and calmness, and make the local street more inviting for neighborhood scale travel by walking and bicycling. The scope may include speed cushions, traffic circles at targeted intersections, intersection daylighting, and continental crosswalks. SFMTA anticipates that the project will be open for use by June 2024.</p>
39	SFMTA	Safe Streets Evaluation Program	\$ 398,000		<p>Requested funds will be used to track progress and measure performance for key traffic calming, bicycle, and pedestrian safety projects that support Vision Zero. Funds will support pre-and-post data collection and analysis of various safety projects, primarily quick-builds, pilots and other citywide programmatic efforts such as speed studies to improve traffic safety. This request will result in year-end evaluation updates for 2023 (by March 2024) and 2024 (by March 2025). Information is available to the public at www.sfmta.com/safe-streets-evaluation-program.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Valencia Long-Term Bikeway Study [NTIP Planning]	\$ 210,000		This project aims to study long-term visions for Valencia between Market Street and Cesar Chavez through both technical analysis and stakeholder input and to test potential long-term configurations on pilot block(s). The project aims to improve safety for all who travel on the corridor while ensuring access for people and goods. This effort builds upon the 2018 parking-protected bikeway project between Market and 15th streets and the proposed 2023 quick-build center-running bikeway pilot between 15th and 23rd streets. SFMTA staff anticipate completing the study and presenting it to the Board for approval by December 2024.
41	SFPW	Curb Ramps: Various Locations	\$ 2,136,651		Funds will be used to construct or reconstruct at least 45 curb ramps at 10 intersections in various locations around the city. The scope also includes related sidewalk, curb, gutter, relocated catch basins and roadway work. See the enclosed Allocation Request Form for the list of locations. SFPW is anticipating the use of low-profile equipment to avoid de-energization of the overhead lines during construction. However, SFMTA is anticipating minor impacts to the existing Muni rails, especially around the Turk & Kitterage and 30th & Judah intersections. In locations where de-energization must occur, anticipated transit impact duration is 2-3 weeks per location. This curb ramp construction project meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide curb ramps that are readily and easily usable by people with disabilities. SFPWs and the Mayor's Office on Disability developed a list of curb return locations identified through citizen complaints and requests. SFPW anticipates the project will be open for use by September 2024.
41	SFPW	Curb Ramps: Sacramento and Sansome	\$ 1,097,416		Funds will be used for the construction and reconstruction of 7 accessible curb ramps at the intersection of Sacramento and Sansome streets. The scope also includes related sidewalk, curb, gutter, sub sidewalk basements that will be impacted by the construction of the curb ramps, relocated catch basins and roadway work. The project requires coordination with Muni and Golden Gate Transit due to the need to de-energize the overhead contact system for approximately 15 days. SFPW anticipates that the project will be open for use by June 2024.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Transportation Demand Management Market Analysis	\$ 406,000		Transportation Demand Management (TDM) is a strategic set of low-cost capital projects, programs, and policies to increase travel choices and shift when and how people travel to help achieve climate goals and to help maximize the effectiveness of our limited road space. This project would build on prior work to identify key travel markets that are best suited for TDM investments due to factors such as trip types, travel distance, transit effectiveness, surrounding land uses, or inequities in the transportation system. Funds will be used to supplement a regional travel diary survey to bolster sampling within San Francisco. The study will identify travel markets for which TDM program options are expected to best support needs and where TDM investment will have the biggest opportunity to shift travel choices; develop an updated TDM toolbox, and establish evaluation guidelines for TDM projects that can inform prioritization and design of TDM strategies in the city. Staff anticipates presenting the final report to the Transportation Authority Board in July 2024.
701	SFPW	Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation		\$ 2,882,492	The requested Prop AA funds will fund the demolition and pavement renovation of 25 blocks, new sidewalk construction, construction and retrofit of 42 curb ramps, construction area traffic control plans and devices, and all related and incidental work in Hunters Point, Central Waterfront and Potrero Hill Area. See enclosed Allocation Request Form for locations. SFPW expects the project will be open for use by March 2025.
TOTAL			\$17,094,145	\$2,882,492	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
7, 20P	PCJPB	22nd St Station ADA Access Improvements	\$ 447,198		<p>5YPP Amendment: The recommended allocation is contingent upon amendments of the Caltrain CIP and Caltrain Facilities 5YPPs to reprogram a total of \$447,198 in deobligated funds from projects completed under budget, to this project. These funds were previously allocated by the Transportation Authority to provide San Francisco's member share contribution to Caltrain's annual capital budget.</p> <p>The recommended allocation is conditioned upon Board adoption of the recommendations of the Caltrain 22nd Street Station ADA Access Improvement Feasibility Study, which is a separate item on this agenda.</p> <p>Special Condition: Historically, funding for Caltrain station-specific enhancements (i.e. beyond state of good repair improvements) has been the responsibility of the city or county in which a given Caltrain stop or station is located. At Caltrain's request, the Transportation Authority agrees to repay Caltrain for the \$447,198 in Prop K funds recommended for the 22nd Street Station ADA Access Improvements project from the Caltrain Facilities and CIP categories, which otherwise would have been used as San Francisco's member share contribution to systemwide improvements in the Caltrain annual capital budget. The fund source is TBD but may include Prop L discretionary funds (i.e., not designated for Caltrain in the Expenditure Plan), Prop AA, Local Partnership Program or State Transit Assistance funds.</p>
17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 22,195		<p>5YPP Amendment: The recommended allocation is contingent upon amendment to the Caltrain Vehicles 5YPP to reprogram \$22,195 in deobligated funds from projects completed under budget to this project. These funds were previously allocated by the Transportation Authority to provide San Francisco's member share contribution to Caltrain's annual capital budget.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
20M	SFMTA	Kirkland Yard Electrification	\$ 1,073,196		5YPP Amendment: The recommended allocation is contingent upon amendment to the Facilities - Muni 5YPP to reprogram \$652,048 in deobligated funds from projects completed under budget, and \$421,148 from Muni Metro East Expansion Phase II - MME & 1399 Marin Interim Improvements to the subject project. SFMTA plans to submit the latter project for Prop L funding through the 5YPP development process.
22P	PCJPB	Systemwide Track Rehabilitation ⁵	\$ 720,030		5YPP Amendment: The recommended allocation is contingent upon amendment to the Caltrain Guideways 5YPP to reprogram \$720,030 in deobligated funds from projects completed under budget to this project. These funds were previously allocated by the Transportation Authority to provide San Francisco's member share contribution to Caltrain's annual capital budget.
33	SFMTA	Clay & Grant, Stockton & Sutter Conduits and Signal Modifications - Additional Funds	\$ 240,000		5YPP Amendment: The recommended allocation is contingent upon amendment of the Signals and Signs 5YPP to reprogram \$240,000 from the Traffic Signals Conduits placeholder to the subject project. See enclosed 5YPP amendment for details.
31	SFMTA	38th and Geary Rectangular Rapid Flashing Beacons [NTIP Capital]	\$ 212,000		5YPP Amendment: Funding this request requires an amendment to the New Signals and Signs 5YPP to reprogram \$212,000 from New Signal Contract 66 to the subject project. New Signal Contract 66 has advanced slower than anticipated in the Prop K 5YPP. SFMTA will submit New Signal Contract 66 as a priority project for Prop L funding through the Safer and Complete Streets 5YPP. Our recommendation is for a multi-phase allocation to allow the Transportation Authority to fully allocate District 1 NTIP funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
33	SFMTA	Vision Zero Sign Upgrade	\$ 220,000		<p>5YPP Amendment: Funding this request requires a concurrent amendment to the Signals and Signs 5YPP to reprogram \$6,000 from the construction phase of Traffic Sign Upgrades placeholder to the design phase.</p> <p>Our recommendation is for a multi-phase allocation due to the short duration of the design phase, straightforward scope, and the need for SFMTA to secure the required local match to a state safety grant which could be awarded during the brief pause on sales tax allocations as we transition to Prop L.</p>
34	SFPW	Sunset Blvd Pavement Renovation	\$ 3,100,000		
38	SFMTA	Bayview Community Based Transportation Plan Implementation	\$ 2,767,500		<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP to reprogram \$174,969 in funds deobligated from projects completed under budget and reprogram \$227,531 from the Vision Zero Proactive Traffic Calming placeholder to the subject project. SFMTA is coordinating with the Department of Public Health to reflect the updated High Injury Network, released in late 2022, in its Vision Zero traffic calming program and will prioritize the program for Prop L funds through the Safer and Complete Streets 5YPP.</p> <p>The recommended allocation also includes \$2,280,000 from the Bayview Community Based Transportation Plan Implementation placeholder and \$85,000 from Bayview Community Based Transportation Plan Near Term Implementation placeholder.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38	SFCTA/ SFMTA	District 2 Safety Study and Implementation [NTIP Planning and Capital]	\$ 700,000		<p>5YPP Amendment: The recommended appropriation and allocation is contingent upon amendment of the Traffic Calming 5YPP to reprogram \$284,039 from Sloat Skyline Intersection Improvements and \$415,961 from Ocean Avenue Safety Improvements. Sloat Skyline intersection improvements, including a new traffic signal, are being funded by a prior Prop K allocation and an earmark in the State budget. Future improvements along Ocean Avenue will be informed by the NTIP-funded Ocean Avenue Mobility Action Plan, which will be presented to the Transportation Authority Board for approval this spring. SFMTA will prioritize Ocean Avenue improvements for Prop L funds through the upcoming 5YPP process.</p> <p>Our recommendation is for a multi-phase allocation to allow the Transportation Authority to fully allocate District 2 NTIP funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p> <p>Special Conditions: The project team shall present the District 2 Safety Study to the Board for approval. The \$430,000 set aside for plan implementation may be released by the Transportation Authority Board following the Board's approval of the Safety Study and submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding plan for the proposed recommendations to be implemented with Prop K funds.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38	SFMTA	District 6 Traffic Calming & Sideshow Deterrence [NTIP Capital]	\$ 360,000		<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP to reprogram \$115,540 from Speed Radar Sign Installation and \$244,460 from Ocean Avenue Safety Improvements to the subject project. SFMTA has revised its approach to the delivery of speed radar signs, constructing them as part of larger street improvement efforts such as the 20MPH Speed Reduction Program. See District 2 NTIP project above for details on the Ocean Avenue amendment.</p> <p>Special Condition: Upon completion of the design phase (March 2024), SFMTA shall provide a list of traffic calming devices and sideshow deterrence measures by location to Transportation Authority staff and the District 6 office for review and comment.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38, 40	SFCTA/ SFMTA	Mission Bay School Access Plan [NTIP Planning and Capital]	\$319,307		<p>5YPP Amendment: The recommended appropriation and allocation is conditioned upon amendment to the Traffic Calming 5YPP to reprogram \$220,000 from Schools Engineering Program and \$9,307 from Vision Zero Proactive Traffic Calming to the subject project. Schools Engineering Program has an unused fiscal year of funding available due to the pause of in person learning during the COVID-19 pandemic. SFMTA is coordinating with the Department of Public Health to reflect the updated High Injury Network, released in late 2022, in its Vision Zero traffic calming program and will prioritize the program for Prop L funds through the Safer and Complete Streets 5YPP.</p> <p>The recommended allocation is also conditioned upon amendment to the Pedestrian Circulation/Safety 5YPP to reprogram \$90,000 from the NTIP Placeholder to the subject project.</p> <p>Our recommendation is for a multi-phase allocation to allow the Transportation Authority to fully allocate District 6 NTIP funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p> <p>Special Conditions: The project team shall present the Mission Bay School Access Plan to the Board for approval. The \$90,000 set aside for plan implementation may be released by the Board following Board approval of the Access Plan and submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38, 40	SFMTA	Visitacion Valley & Portola CBTP Implementation [NTIP Capital]	\$ 435,000		<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Traffic Calming and Pedestrian Circulation/Safety 5YPPs to reprogram a total of \$435,000 in NTIP Placeholder funds to the subject project.</p> <p>Our recommendation is for a multi-phase allocation to allow the Transportation Authority to fully allocate District 10 NTIP funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p> <p>Special Condition: Funds may be released by the Transportation Authority Board following the SFMTA Board's adoption of the Visitacion Valley & Portola CBTP and submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds.</p>
39	SFMTA	District 7 Ocean Ave Safety & Bike Access [NTIP Capital]	\$ 237,000		<p>5YPP Amendment: The recommended allocation is contingent upon a minor amendment of the Bicycle Circulation and Safety 5YPP to reprogram \$237,000 from Ocean Avenue Safety Improvements planning and design phase placeholders to the subject project.</p> <p>Our recommendation is for a multi-phase allocation to allow the Transportation Authority to fully allocate District 7 NTIP funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p> <p>Special Condition: Funds may be released by the Transportation Authority Board following approval of the NTIP-funded Ocean Avenue Mobility Action Plan and submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
39, 40	SFMTA	Lake Merced Quick Build - Additional Funds	\$ 1,385,352		<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Bicycle Circulation/Safety 5YPP to reprogram \$660,352 from Ocean Avenue Safety Improvements to the subject project. See above for details on the Ocean Avenue amendment.</p> <p>The recommended allocation is also contingent upon amendment of the Pedestrian Circulation/Safety 5YPP to reprogram \$480,000 from Lake Merced Pedestrian Safety design and construction, and \$245,000 from Monterey Street Safety Improvements to the subject project. SFMTA is implementing the Lake Merced Pedestrian Safety project through the subject project. Monterey Street is no longer on the High Injury Network and so SFMTA has revised its approach in delivering improvements in light of other Vision Zero priorities.</p>
39	SFMTA	Next Generation Sanchez Slow Street [NTIP Capital]	\$ 277,300		<p>5YPP Amendment: Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$277,300 from Valencia Bikeway Improvements to this project. The SFMTA is currently requesting District 9 NTIP Planning funds for a study to identify long-term concepts for safety and streetscape improvements on the Valencia Street corridor between Market Street and Cesar Chavez. SFMTA will prioritize future Valencia safety improvements for Prop L funds through the Safer and Complete Streets 5YPP.</p> <p>Our recommendation is for a multi-phase allocation to allow the Transportation Authority to fully allocate District 8 NTIP funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p> <p>Special Condition: The \$190,000 set aside for construction may be released by the Transportation Authority Board following completion of design, SFMTA Board adoption of the project, and submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding of the proposed recommendations to be implemented with Prop K funds.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
39	SFMTA	Ortega Street Improvements [NTIP Capital]	\$ 330,000		<p>5YPP Amendment: Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$269,000 from the NTIP Placeholder and \$61,000 from Ocean Avenue Safety Improvements to the subject project. See above for details on the Ocean Avenue amendment.</p> <p>Our recommendation is for a multi-phase allocation to allow the Transportation Authority to fully allocate District 4 NTIP funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p> <p>Special Condition: The \$280,000 set aside for construction may be released by the Transportation Authority Board following completion of design, SFMTA Board adoption of the project, and submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding of the proposed recommendations to be implemented with Prop K funds.</p>
39	SFMTA	Safe Streets Evaluation Program	\$ 398,000		<p>5YPP Amendment: Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$398,000 from Valencia Bikeway Improvements to this project. See above (under Sanchez Slow Street) for details on the Valencia amendment.</p>
39	SFMTA	Valencia Long-Term Bikeway Study [NTIP Planning]	\$ 210,000		<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Bicycle Circulation and Safety 5YPP to reprogram \$210,000 from Valencia Bikeway Improvements design phase to the planning phase.</p> <p>Special Condition: SFMTA staff shall present the final plan to the Board for approval.</p>
41	SFPW	Curb Ramps: Various Locations	\$ 2,136,651		
41	SFPW	Curb Ramps: Sacramento and Sansome	\$ 1,097,416		

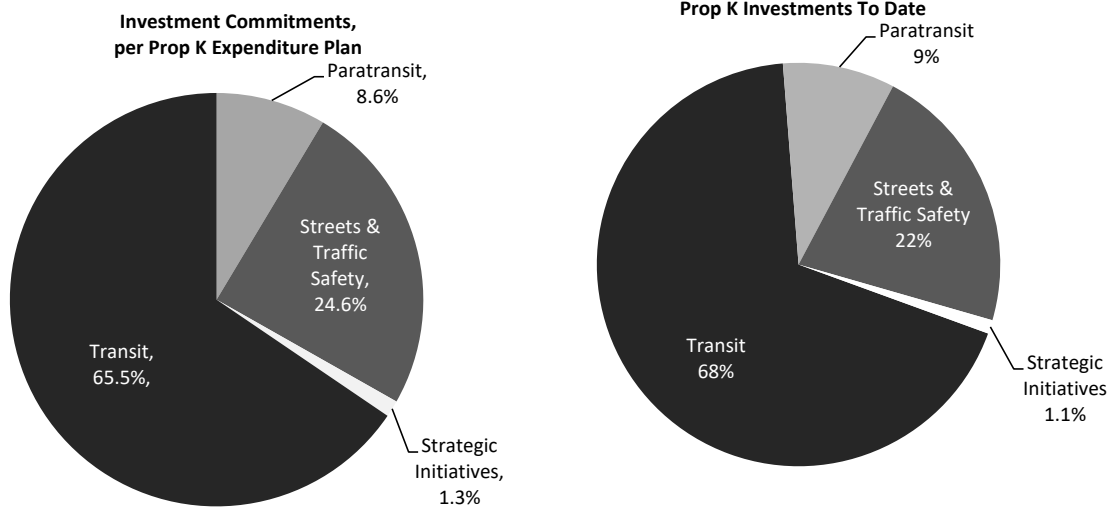
Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
43	SFCTA	Transportation Demand Management Market Analysis	\$ 406,000		5YPP Amendment: The recommended appropriation is contingent upon an amendment to the Transportation Demand Management/Parking Management 5YPP to reprogram a total of \$406,000 to the subject project as follows: \$90,000 from TSP Evaluation Tool and \$50,000 from ConnectSF Modal Study Follow On placeholder - SFCTA will prioritize this work for funding from Prop L; and, \$266,000 from Employer TDM Program placeholder: SFMTA plans to propose the Employer TDM Program for funding from Prop L.
701	SFPW	Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation		\$ 2,882,492	
TOTAL			\$ 17,094,145	\$ 2,882,492	

¹ See Attachment 1 for footnotes.

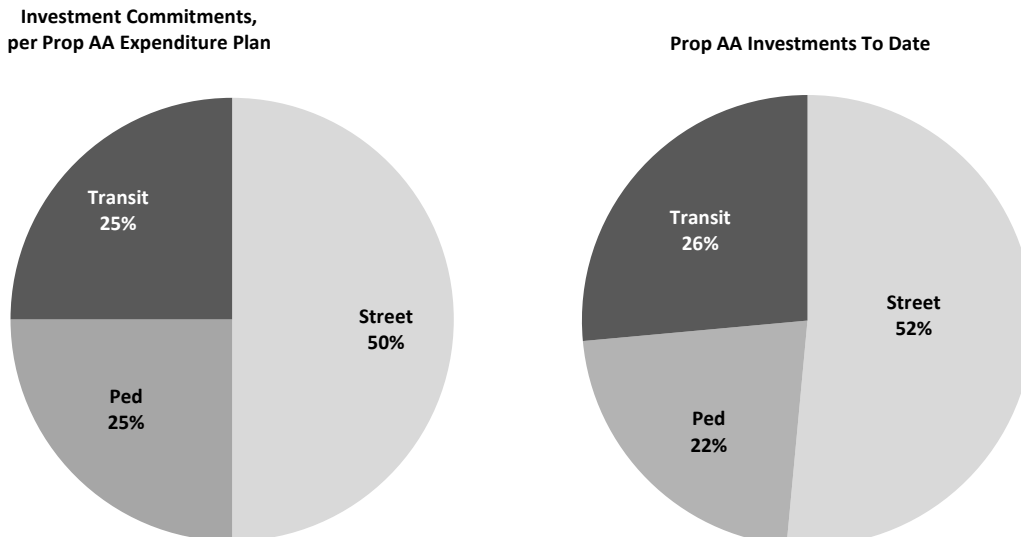
PROP K SALES TAX						
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 90,724,345	\$ 22,466,288	\$ 37,266,680	\$ 30,691,377	\$ 300,000	\$ 397,842
Current Request(s)	\$ 17,094,145	\$ 818,287	\$ 8,936,965	\$ 6,529,864	\$ 809,030	\$ 215,000
New Total Allocations	\$ 107,818,490	\$ 23,284,575	\$ 46,203,645	\$ 37,221,241	\$ 1,109,030	\$ 612,842

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.



PROP AA VEHICLE REGISTRATION FEE					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 1,324,000	\$ -	\$ 256,750	\$ 1,146,250	\$ 850,000
Current Request(s)	\$ 2,882,492	\$ 20,000	\$ 1,500,000	\$ 1,200,000	\$ 162,492
New Total Allocations	\$ 4,206,492	\$ 20,000	\$ 1,756,750	\$ 2,346,250	\$ 1,012,492

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).





RESOLUTION ALLOCATING \$16,406,910 AND APPROPRIATING \$687,235 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, AND ALLOCATING \$2,882,492 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR TWENTY THREE REQUESTS

WHEREAS, The Transportation Authority received twenty three requests for a total of \$17,094,145 in Prop K local transportation sales tax funds and \$2,882,492 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program (CIP), Facilities - PCJPB, Vehicles - Caltrain, Facilities - Muni, Guideways - Caltrain, Signals & Signs, New Signals and Signs, Street Resurfacing, Traffic Calming, Pedestrian Circulation/ Safety, Bicycle Circulation/ Safety, Curb Ramps, and Transportation Demand Management (TDM)/ Parking Management; and from the Street Repair and Reconstruction 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, Four of the twenty three requests are consistent with the relevant strategic plan(s) and/or 5YPP(s) for their respective categories; and

WHEREAS, The Peninsula Corridor Joint Powers Board (PCJPB's) request for the 22nd Station ADA Access Improvements requires amendment of the Caltrain CIP and Caltrain Facilities 5YPPs as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The PCJPB's request for the Revenue Vehicle Rehabilitation requires amendment of the Caltrain Vehicles 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the Kirkland Yard Electrification project requires amendment of the Facilities - Muni 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, PCJPB's request for the Systemwide Track Rehabilitation project requires amendment of the Caltrain - Guideways 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and



WHEREAS, SFMTA's request for the Clay & Grant, Stockton & Sutter Conduits and Signal Modifications - Additional Funds project requires amendment of the Signals and Signs 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, SFMTA's request for the 38th and Geary Rectangular Rapid Flashing Beacons (RRFB) [NTIP] project requires amendment of the New Signals and Signs 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, SFMTA's request for the Vision Zero Sign Upgrade project requires amendment of the Signals and Signs 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, SFMTA's request for the Bayview Community Based Transportation Plan Implementation and D6 Traffic Calming & Sideshow Deterrence [NTIP] projects and the Transportation Authority's request for the D2 Safety Study and Implementation [NTIP Planning and Capital] projects require amendment of the Traffic Calming 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, the Transportation Authority's request for the Mission Bay School Access Plan project and the SFMTA's request for the Visitacion Valley & Portola CBTP Implementation [NTIP Capital] project require amendment of the Traffic Calming and Pedestrian Circulation/ Safety 5YPPs as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, SFMTA's request for the District 7 Ocean Avenue Safety & Bike Access [NTIP Capital] project requires amendment of the Bicycle Circulation and Safety 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, SFMTA's request for the Lake Merced Quick Build - Additional Funds project requires amendments of the Bicycle Circulation/Safety and Pedestrian Circulation/ Safety 5YPPs as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, SFMTA's request for the Next Generation Sanchez Slow Street [NTIP Capital], Ortega Street Traffic Calming [NTIP Capital], Safe Streets Evaluation Program, and the Valencia Long-Term Bikeway Pilot [NTIP] projects require amendment of the Bicycle



Circulation and Safety 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, the Transportation Authority's request for the TDM Market Analysis project requires amendment of the TDM/ Parking Management 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating and appropriating a total of \$17,094,145 in Prop K funds, with conditions and \$2,882,492 in Prop AA funds for twenty three projects, as described in Attachment 3 and detailed in the enclosed 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 2022/23 budget to cover the proposed actions; and

WHEREAS, At its February 22, 2023 meeting, the Community Advisory Committee (CAC) was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K Caltrain CIP and Caltrain Facilities, Caltrain Vehicles, Facilities - Muni, Caltrain Guideways, Signals and Signs, New Signals and Signs, Traffic Calming, Bicycle Circulation and Safety, Pedestrian Circulation/Safety, TDM/Parking Management, and Transportation/Land Use Coordination 5YPPs as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$16,406,910 and appropriates \$687,235 in Prop K funds, with conditions, and allocates \$2,882,492 in Prop AA funds for twenty three requests as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation 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 enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2022/23

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (23)

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Memorandum

AGENDA ITEM 7

DATE: March 9, 2023

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects
Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 3/14/2023 Board Meeting: Allocate \$10,000,000 in Prop K Funds, with Conditions, for Downtown Rail Extension Engineering Development and Procurement Preparation and Appropriate \$3,500,000 in Prop K Funds, with Conditions, for Downtown Rail Extension Rail Program Oversight and Technical Tasks for Engineering and Procurement and \$2,500,000 for Pennsylvania Avenue Extension Pre-Environmental Bridging Study

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$10,000,000 in Prop K funds, with conditions, to the Transbay Joint Powers Authority (TJPA) for:</p> <ol style="list-style-type: none"> 1. Downtown Rail Extension (DTX) Engineering Development and Procurement Preparation <p>Appropriate \$6,000,000 in Prop K funds, with conditions, for:</p> <ol style="list-style-type: none"> 2. DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement (\$3,500,000) 3. Pennsylvania Avenue Extension (PAX) Pre-Environmental Bridging Study (\$2,500,000) <p>SUMMARY</p> <p>The DTX program of projects represents the most significant set of interrelated rail projects under development in San Francisco. The DTX program includes the DTX project, as well as the Fourth and King Railyards project and the PAX project.</p> <p>The TJPA is the lead agency for the DTX project, which will extend Caltrain from its current terminus at Fourth and King to the Salesforce Transit Center and which is also planned to accommodate future California High-Speed Rail (CHSR) operations. TJPA and DTX partner agencies, including the Transportation Authority, are cooperating to develop the DTX project under the</p>	<ul style="list-style-type: none"> <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: _____
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terms of a six-party Memorandum of Understanding. In August 2023, TJPA plans to submit a formal request to the Federal Transit Administration (FTA) for a Capital Investment Grant (CIG) commitment to fund up to 49.4 percent of the project, which has an estimated capital cost of \$6.68 billion, excluding financing costs. TJPA has requested \$10 million in Prop K funds for Engineering Development and Procurement Preparation activities, as part of the overall work plan to meet FTA's project development requirements and ready the project for delivery, including a target to secure the FTA Full Funding Grant Agreement (FFGA) by Spring 2025. Of this \$10 million, we recommend putting the \$4,687,100 planned for expenditure from July 1, 2023, forward, on reserve, subject to release by the Board following future presentation from TJPA regarding the planned approach to project governance during DTX procurement and construction.

The Transportation Authority is providing enhanced oversight of the DTX project, as well as leading or supporting certain project development activities. We are requesting \$3.5 million in Prop K funds to provide for our ongoing oversight through the FTA Engineering phase and upcoming procurement phase of the project, as well as for ongoing oversight and support to the continuing planning work for the Fourth and King Railyards site, which is being advanced by Caltrain and the site owner in cooperation with the Transportation Authority and agency partners.

In July 2022, the Transportation Authority Board accepted the PAX Project Initiation Report, which recommended that three PAX alternatives be advanced for further pre-environmental study. The PAX project is on a later timeline than DTX. We are requesting \$2.5 million in Prop K funds for the PAX Pre-Environmental Bridging Study, which will prepare the project technically and organizationally for potential advancement into the subsequent environmental review phase.

Allocating and appropriating Prop K funds for the DTX project requires a cost-neutral Prop K Strategic Plan amendment to advance \$10.5 million in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 to allow the Transportation Authority to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.



BACKGROUND

The DTX program of projects represents the most significant set of interrelated rail projects under development in San Francisco. The DTX program includes the DTX project, as well as related projects earlier in the development lifecycle, including the Fourth and King Railyards project and the PAX project.

DTX Project. The DTX project consists of the construction of a rail subway extension from Caltrain's current terminus at Fourth and King streets to the Salesforce Transit Center in downtown San Francisco. DTX will fully realize investments in the Transit Center, including the underground train station box. The project will bring Caltrain from its current northern terminal at Fourth and King streets into the heart of downtown San Francisco, and the project will serve as a critical element of the first phase of the California High-Speed Rail Project, linking the Bay Area to the Central Valley and Southern California. DTX is also planned for compatibility with future rail expansion across the Bay.

DTX is environmentally cleared at both a state and federal level, and the project received its environmental Record of Decision from the FTA in July 2019. DTX is a local and regional priority for funding from the FTA CIG New Starts program.

The DTX project is led by the TJPA. In April 2020, the Transportation Authority Board approved the Peninsula Rail Program Memorandum of Understanding (Peninsula Rail MOU) between the major DTX stakeholders: TJPA, Metropolitan Transportation Commission (MTC), Peninsula Corridor Joint Powers Board (Caltrain), California High-Speed Rail Authority (CaHSRA), City and County of San Francisco (CCSF), and the Transportation Authority. Under the MOU, these six agencies agreed to jointly undertake a multi-year effort to develop the DTX to ready-for-procurement status. The Peninsula Rail MOU codified agreement to pursue most of the recommendations of the 2019 Expert Panel review, commissioned by the Transportation Authority Board, of best practices for governance, oversight, management, funding, and project delivery for DTX. The MOU established a governance structure to support the TJPA Board in the development of the DTX project, specifically an Executive Steering Committee (ESC), composed of senior executives from the MOU agencies, supported by an Integrated Program Management Team (IPMT), composed of senior technical staff.

In December 2021, FTA notified TJPA that the DTX project had been admitted into the Project Development phase of the New Starts process, the first formal step in putting the project forward for federal CIG funding. Since that time, the DTX partner agencies have continued to advance Project Development activities for the project under the terms of the MOU.

On February 9, 2023, the TJPA Board authorized the TJPA Executive Director to submit a request to FTA to advance the project into the Engineering phase of the New Starts process, which follows the FTA Project Development phase. Approval by FTA of this request is a pre-



requisite for the planned August 2023 date for TJPA to submit a formal request for CIG New Starts funds for the project, to fund up to 49.4 percent of project capital costs. The DTX project schedule targets securing the FFGA with FTA by Spring 2025.

In concert with bringing forward the request to FTA to advance the DTX project into the Engineering phase, TJPA has prepared a comprehensive update to the project's capital cost estimate, working in cooperation with the Transportation Authority and the other DTX partner agencies. The current DTX capital cost estimate, including locally-funded costs for the FTA Project Development phase activities, is \$6.68 billion in year-of-expenditure dollars (YOES), excluding financing costs. The cost estimate is based on the current project schedule, which contemplates completion of construction and commissioning in the fall of 2032. The project cost estimate is expected to be refined during 2023 to reflect adjustments stemming from FTA's review of the project and its risks. In addition, the estimate will be updated, as required, to reflect adoption of additional value engineering opportunities. Prior to the planned August 2023 submittal to FTA to request CIG funds, the TJPA Board will consider formal adoption of the DTX Project Baseline Budget and Schedule.

Railyards Project. The Fourth and King Railyards site functions both as Caltrain's northern terminal station and as a site that serves a portion of the railroad's needs for train storage and light maintenance activities. Caltrain operates on the site under a permanent operating easement with the private landowner. Caltrain and the site owner are currently collaborating to develop a Preliminary Business Case (PBC) for the Railyards. The PBC will develop an initial comparative assessment of integrated transportation and site development options for the Railyards. Development of the PBC by Caltrain and the site owner is being undertaken in cooperation with the Transportation Authority, CCSF, TJPA, and CHSRA under the terms of a separate MOU for the Railyards (Railyards MOU), originally executed in 2019. The PBC is an initial phase of project-specific planning, which is anticipated to be followed by subsequent more detailed phases of project planning and design. Potential future development and infrastructure changes at the Railyards site will require multi-party agreement among, at minimum, Caltrain, the site owner, and the City.

PAX Project. The PAX project will grade-separate existing Caltrain passenger rail operations from local vehicular and pedestrian traffic patterns between the Mission Bay and Potrero Hill neighborhoods. When completed, PAX will replace existing at-grade Caltrain crossings at Mission Bay Drive and 16th Street with a rail tunnel. PAX will serve Caltrain and future HSR operations, connecting to DTX near the future 4th and Townsend Station. In September 2018, the Transportation Authority Board endorsed the City's preferred alignment for PAX: a tunnel beneath 7th Street and Pennsylvania Avenue, as recommended by the Railyard Alignment and Benefits Study (RAB Study), which was completed in 2018 by the San Francisco Planning Department.

The Transportation Authority has completed an initial phase of planning and conceptual design for the PAX project. In July 2022, the Transportation Authority Board accepted the



PAX Project Initiation Report, which documented the technical work and recommendations of the completed project initiation phase. The Project Initiation Report recommended that three PAX alternatives be advanced for further pre-environmental study. The Report estimated the capital cost of PAX alternatives at approximately \$2.0-2.5 billion, excluding potential costs to replace the 22nd Street Station. Advancing the project through further planning, environmental review, design, procurement, and construction is expected to require a minimum of 12-15 years, putting the project on a later timeline than implementation of DTX.

DISCUSSION

This memorandum recommends the allocation and appropriation of Prop K sales tax funds to support upcoming phases of work for DTX, the Railyards, and PAX, respectively. Attachment 1 summarizes the subject requests, including information on proposed leveraging of Prop K funds. 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. Attachment 5 provides the Allocation Request Forms, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

DTX Engineering Development and Procurement Preparation (TJPA, \$10.0 million).

TJPA has requested allocation of the \$10 million in remaining Prop K funds programmed to TJPA, to undertake DTX engineering development and procurement preparation activities. The \$10 million in Prop K funds will specifically fund: the preparation of procurement bid documents for the main civil package, which is planned for progressive-design-build delivery; the preparation of issue-for-bid design plans for the advance utility relocation package, which is planned for design-bid-build delivery; and program management and program controls activities.

The \$10 million request and associated scope of work is part of the multi-year work effort to complete the requirements of the FTA Project Development and FTA Engineering phases of work (collectively, project Pre-Construction activities). The attached Allocation Request Form (Attachment 5) includes TJPA's two-year work plan for remaining Pre-Construction activities during calendar years 2023 and 2024, in addition to the specific scope-of-work proposed to be funded by the subject Prop K request. TJPA estimates the total value of pre-construction activities for DTX from the date of FTA's approval of entry into Project Development (December 2021) through December 2024 at approximately \$149 million. The overall budget and funding plan for Pre-Construction activities are included in the Allocation Request Form. Subject to further funding availability, TJPA plans to initiate certain additional activities, such as right-of-way acquisition, concurrent with completion of the Pre-Construction work program.

Peninsula Rail MOU, Successor DTX Governance, and Conditions. As described above, project development for DTX is governed by the six-party Peninsula Rail MOU. The MOU defines a work program intended to bring the project to ready-for-procurement status,



including assignment of project development task responsibilities across the DTX partner agencies. The MOU work program includes TJPA's work to lead the preparation of draft procurement/bid documents for the project, among numerous other tasks.

Execution of the MOU by all parties was completed on June 5, 2020. The formal term of the MOU is three years or upon completion of the MOU's procurement-readiness work program - whichever is *earlier*. The MOU work program is currently partially complete and will not be fully completed within the 36-month term originally provided for. Parties to the MOU may amend or extend the MOU by mutual agreement in writing.

The Transportation Authority and MTC are currently co-leading the DTX Governance Study, as specified by the Peninsula Rail MOU, in order to recommend the institutional arrangement and governance structure through construction of the project. In September 2022, the TJPA Board approved an initial set of Governance Study recommendations, as prepared by the Transportation Authority and MTC, and as recommended by the ESC. These recommendations call for the development of a successor to the Peninsula Rail MOU, to provide for ongoing multi-agency collaboration to deliver the project. The Transportation Authority and MTC, in consultation with the IPMT, are currently preparing the final Governance Study deliverable, referred to as the DTX Governance Study Blueprint, which will recommend the detailed governance structure for procurement and construction of the project, including the recommend components of the successor to the Peninsula Rail MOU.

The Governance Study Blueprint is scheduled to be considered by the ESC in April 2023, for recommendation to the TJPA Board for its consideration in May 2023. Subsequent to approval of the Blueprint by the TJPA Board, a successor document/agreement to the existing Peninsula Rail MOU would be developed and negotiated among the DTX partner agencies, with the target of completing this process by late 2023. This timeline will create a gap in governance of the project, should the existing MOU be allowed to sunset in June 2023.

Transportation Authority staff's assessment is that the existing Peninsula Rail MOU should be extended through December 2023. Formalized, multi-agency collaboration has been integral to the DTX project achieving project development and funding milestones since establishment of the ESC and IPMT in 2020. This has included completing key activities within the DTX work program, including the project phasing strategy, preliminary design, ridership forecasting, risk management, cost estimate, and funding plan, among other tasks. The MOU has also advanced the Expert Panel's recommendation that development and delivery of DTX "place enhanced emphasis on transparency and accountability." Extension of the existing MOU through year's end will provide for continuing governance of the DTX procurement-readiness work program, in concert with the above-described process to recommend and implement the successor governance approach for procurement and construction of the project.



To support the timely development and agreement of interim and delivery-phase governance arrangements, we have included a special condition in the subject allocation to TJPA, requiring a future presentation by TJPA staff to the Transportation Authority Board on the recommendations of the Governance Study Blueprint and on the planned approach to project governance during DTX procurement and construction. In addition, we recommend that funds planned for expenditure from July 1, 2023, forward, in the amount of \$4,687,100, be placed on reserve, subject to future release by the Board following the aforementioned presentation concerning project governance.

DTX Rail Program Oversight and Technical Tasks (SFCTA, \$3.5 million). The Transportation Authority is providing an enhanced level of oversight for the DTX program, including for the DTX and Railyards projects. This enhanced oversight has been in place since the establishment of the Peninsula Rail MOU. In addition to oversight responsibilities, the Transportation Authority is lead or co-lead for several tasks under the MOU, including the Funding Plan, Ridership Forecast, Project Delivery Strategy, and above-described Governance Study. We expect other/continuing technical and support roles as the project advances into procurement and construction, such as participation in the procurement technical review/evaluation process and membership in project governance bodies.

The requested \$3.5 million in Prop K funds will provide for the Transportation Authority's continued integral role in the DTX program and for our oversight on behalf of the Board. Our oversight will be coordinated with, and complementary to, the federal oversight provided by the FTA's project management and financial management oversight consultants. The subject appropriation will fund our DTX-related work during the FTA Engineering Phase and the upcoming procurement phase, through approximately the target date for FFGA execution of Spring 2025. The attached Allocation Request Form (Attachment 5) provides a more detailed description of the Transportation Authority's planned oversight activities and technical tasks. The \$3.5 million request includes a \$200,000 set-aside for our continued oversight of, and planning support to, the Railyards business case and planning work being led by Caltrain, over approximately the same period as the DTX project-specific work.

PAX Pre-Environmental Bridging Study (SFCTA, \$2.5 million). The completed PAX Project Initiation Report, described above, developed and evaluated a range of initial concept design alternatives for the PAX project; however, it did not identify a single recommended alternative. To continue to develop the PAX project, a Pre-Environmental Bridging Study is required to prepare the project for environmental review and to continue technical coordination with the DTX and Railyards projects. The purpose of the Pre-Environmental Bridging Study is two-fold, as follows: 1) to further refine and narrow PAX alternatives through planning, design, and public outreach; and 2) to develop the organizational and technical approach to the environmental phase through interagency coordination and engagement.

The attached Allocation Request Form (Attachment 5) describes the detailed scope-of-work and budget for the Pre-Environmental Bridging Study, which is expected to take



approximately 18 months to complete and will be completed by Transportation Authority staff working with a competitively-bid consultant team. The study will include deepened engagement with Caltrain and CHSRA, to prepare the project technically and organizationally for potential advancement into the subsequent environmental review phase.

FINANCIAL IMPACT

Allocating and appropriating Prop K funds to the DTX project requires a cost-neutral Prop K Strategic Plan amendment to advance \$10.5 million in programming, while not advancing the existing cash flow reimbursement schedule in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 without no impact to financing costs in the Strategic Plan. This will allow the Transportation Authority Board to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.

The recommended action would allocate and appropriate a total of \$16 million in Prop K funds. The allocation and appropriations 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 2022/23 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 2022/23 Budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future year budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC considered this item at its February 22, 2023, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary: FY 2022/23
- Attachment 5 - Allocation Request Forms (3)
- Attachment 6 - Resolution

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)	
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	5	TJPA	DTX Engineering Development and Procurement Preparation	\$ 10,000,000	\$ 148,893,300	86%	92%	Design	6	
Prop K	5	SFCTA	Pennsylvania Avenue Extension Pre-Environmental Bridging Study	\$ 2,500,000	\$ 4,100,000	86%	0%	Planning	6, 10	
Prop K	5	SFCTA	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement	\$ 3,500,000	\$ 7,000,000	86%	0% - overall Prop K leveraging exceeds 99% for the project	Design	6	
TOTAL					\$ 16,000,000	\$ 159,993,300	86%	85%		

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.
- ² Acronyms: SFCTA (San Francisco County Transportation Authority); TJPA (Transbay Joint Powers Authority)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	DTX Engineering Development and Procurement Preparation	\$ 10,000,000	The Downtown Rail Extension (DTX) project will extend Caltrain 1.3 miles from Fourth and King Streets to the Salesforce Transit Center at First and Mission Streets, with accommodations for future high-speed rail. The requested allocation will fund the preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build Bid Documents for the Main Civil Construction package for the DTX tunnel and structures, and Program Management support. Award of the Main Civil Construction Package is planned at the end of Calendar Year 2025, and construction is planned to be complete in Fall 2032. Future DTX schedule dates are subject to funding availability to proceed to successive project phases.
5	SFCTA	Pennsylvania Avenue Extension Pre- Environmental Bridging Study	\$ 2,500,000	This request will fund the next phase of Pennsylvania Avenue Extension (PAX) development by conducting a Pre-Environmental Bridging Study. The PAX is the preferred route for the DTX to continue south from 4th and King via a tunnel along Pennsylvania Avenue to avoid at-grade crossing conflicts with 16th Street and Mission Bay Drive. The Transportation Authority has completed the PAX Project Initiation Report, which recommends advancing alternatives for additional study. The Pre-Environmental Bridging Study will refine the analysis done for the Project Initiation Report and identify the most viable PAX alternatives to advance into the environmental clearance phase. This will be accomplished through technical analysis and evaluation, as well as engagement with partner agencies, stakeholders, and the public. Upon completion of the Pre-Environmental Bridging Study, expected Fall 2024, staff will present the final report to the Board for approval.
5	SFCTA	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement	\$ 3,500,000	This request seeks funds for SFCTA program management oversight and technical support for the FTA Engineering phase and procurement phase of the DTX project, planned to culminate in securing FTA New Starts grant funds of approximately \$3.30 billion by Spring 2025. This request also provides for technical support, coordination, and oversight with the completion of the 4th and King Railyards Business Case. The Downtown Rail Extension (DTX) program of projects represents the most significant set of interrelated rail projects under development in San Francisco. Construction of the DTX project is planned to be complete in Fall 2032. Future DTX schedule dates are subject to funding availability to proceed to successive project phases.
TOTAL			\$16,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	TJPA	DTX Engineering Development and Procurement Preparation	\$ 10,000,000	<p>Special Condition: Allocation is contingent upon concurrent approval of a cost-neutral Prop K Strategic Plan amendment to advance programming, but not the cash flow reimbursement schedule for \$7,000,000 in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 to allow the Transportation Authority to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p> <p>Special Condition: Allocation is conditioned on ongoing compliance with the attached SFCTA Oversight Protocol (see attachment).</p> <p>Special Condition: Presentations on the Transbay Phase 2/DTX project, including intergovernmental agreements (e.g., Master Cooperative Agreement with Caltrain, Intergovernmental Coordination Agreement with CCSF), will be calendared periodically on a regular basis on the SFCTA Board and/or SFCTA CAC meeting agendas, at the discretion of the Board Chair. TJPA staff shall be in attendance to present or answer questions from Board/CAC members, if requested.</p> <p>Special Condition: Following public release/presentation of the DTX Governance Study Blueprint (anticipated April 2023), TJPA staff will report to the SFCTA Board on the recommendations of the Governance Study Blueprint and the planned approach to project governance during DTX procurement and construction.</p> <p>(continued on next page)</p>

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	SFCTA	DTX Engineering Development and Procurement Preparation		<p>(continued from previous page)</p> <p>Special Condition: Funds planned for expenditure from July 1, 2023, forward, in the amount of \$4,687,100, are placed on reserve, subject to future release by the SFCTA Board following presentation to the SFCTA Board, as described in Special Condition immediately above.</p>
5	SFCTA	Pennsylvania Avenue Extension Pre-Environmental Bridging Study	\$ 2,500,000	

Attachment 3: Staff Recommendations¹

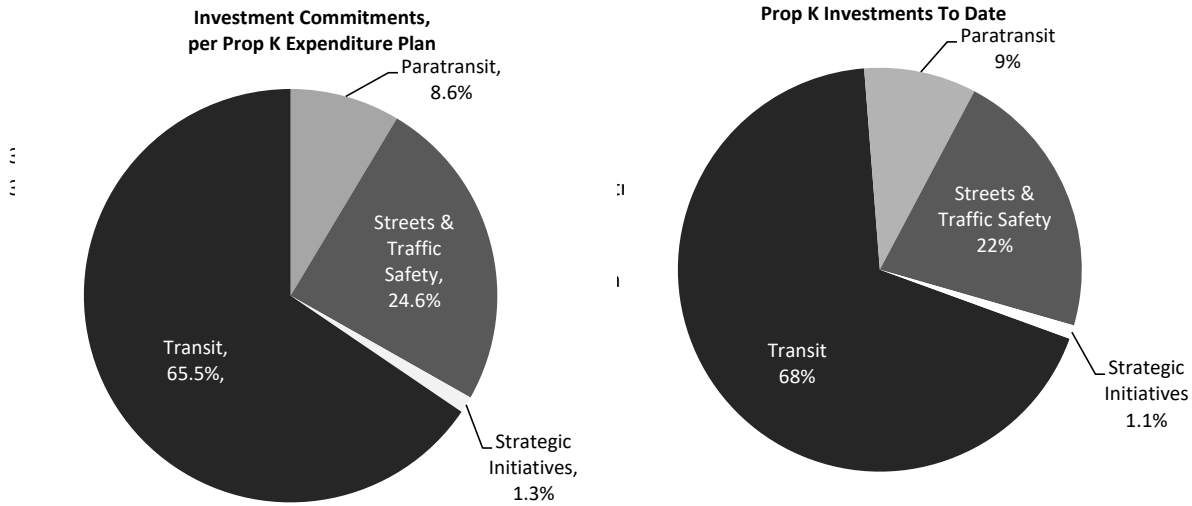
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	SFCTA	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement	\$ 3,500,000	<p>Special Condition: Appropriation is contingent upon concurrent approval of a cost-neutral Prop K Strategic Plan amendment to advance programming, but not the cash flow reimbursement schedule for \$3,500,000 in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 to allow the Transportation Authority to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.</p>
TOTAL			\$ 16,000,000	

¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY2022/23 (Revised per 12.06.22 Board Action)**

PROP K SALES TAX						
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 107,818,490	\$ 23,284,575	\$ 46,203,645	\$ 37,221,241	\$ 1,109,030	\$ 612,842
Current Request(s)	\$ 16,000,000	\$ 1,250,000	\$ 6,350,000	\$ 8,400,000	\$ -	
New Total Allocations	\$ 123,818,490	\$ 24,534,575	\$ 52,553,645	\$ 45,621,241	\$ 1,109,030	\$ 612,842

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Engineering Development and Procurement Preparation
Grant Recipient:	Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transbay Terminal / Downtown Caltrain Extension
Current PROP K Request:	\$10,000,000
Supervisory District	District 06

REQUEST

Brief Project Description

Extension of Caltrain 1.3 miles from Fourth and King Streets to the Salesforce Transit Center at First and Mission Streets, with accommodations for future high-speed rail.

Detailed Scope, Project Benefits and Community Outreach

The requested allocation will fund the preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build Bid Documents for the Main Civil Construction package for the DTX tunnel and structures and, Program Management support. The work is scheduled to be complete by December 31, 2023. See attached document for details.

Project Location

Fourth and Townsend Streets to the Salesforce Transit Center at First and Mission Streets

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$3,000,000

Justification for Necessary Amendment

This request includes a cost-neutral Prop K Strategic Plan amendment to advance programming, but not the cash flow reimbursement schedule for \$7,000,000 in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 to allow the Transportation Authority to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Engineering Development and Procurement Preparation
Grant Recipient:	Transbay Joint Powers Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Oct-Nov-Dec	2019
Right of Way	Apr-May-Jun	2022	Apr-May-Jun	2025
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2025
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)	Jul-Aug-Sep	2032		
Open for Use			Jul-Aug-Sep	2032
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2033

SCHEDULE DETAILS

DTX schedule information in above table reflects the DTX Master Schedule prepared by TJPA. Master Schedule currently contemplates Progressive Design-Build (PDB) procurement approach for the general civil and tunnel contract package, Construction Manager/General Contractor (CMGC) procurement approach for Station Fit-out and Supporting System and Core Systems and Trackwork contract packages, and Design-Bid-Build (DBB) procurement approach for the enabling works packages for the project. Design Engineering dates in above table reflect development of reference design and preparation of PDB, CMGC, and DBB procurement documents. Dates for advertisement and contract award are for the PDB Contract. DTX schedule dates are subject to funding availability to proceed to successive project phases.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Engineering Development and Procurement Preparation
Grant Recipient:	Transbay Joint Powers Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-105: Transbay Terminal / Downtown Caltrain Extension	\$0	\$10,000,000	\$2,300,000	\$12,300,000
Caltrain Contribution FY 2022/23	\$0	\$0	\$1,500,000	\$1,500,000
Caltrain Contribution FY 2023/24	\$1,500,000	\$0	\$0	\$1,500,000
CFD Bond 2021B	\$0	\$0	\$12,000,000	\$12,000,000
CFD Bond 2022B	\$0	\$0	\$40,443,300	\$40,443,300
CFD Pay-Go Funds	\$0	\$0	\$11,400,000	\$11,400,000
CFD Reimbursements (previous issuances)	\$0	\$0	\$6,750,000	\$6,750,000
CHSRA Contribution	\$3,000,000	\$0	\$0	\$3,000,000
TIRCP Cycle 6	\$60,000,000	\$0	\$0	\$60,000,000
Phases In Current Request Total:	\$64,500,000	\$10,000,000	\$74,393,300	\$148,893,300

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$10,000,000	\$2,300,000	\$12,300,000
Caltrain Contribution FY 2022/23	\$0	\$0	\$1,500,000	\$1,500,000
Caltrain Contribution FY 2023/24	\$1,500,000	\$0	\$0	\$1,500,000
CFD Bond 2021B	\$0	\$0	\$12,000,000	\$12,000,000
CFD Bond 2022B	\$0	\$0	\$40,443,300	\$40,443,300
CFD Pay-Go Funds	\$0	\$0	\$11,400,000	\$11,400,000
CFD Reimbursements (previous issuances)	\$0	\$0	\$6,750,000	\$6,750,000
CHSRA Contribution	\$3,000,000	\$0	\$0	\$3,000,000
DETAILS IN ATTACHED FUNDING PLAN	\$0	\$0	\$0	\$6,531,106,700
TIRCP Cycle 6	\$60,000,000	\$0	\$0	\$60,000,000
Funding Plan for Entire Project Total:	\$64,500,000	\$10,000,000	\$74,393,300	\$6,680,000,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$340,000,000		January 2023 Project Cost Estimate
Design Engineering	\$148,893,300	\$10,000,000	January 2023 Project Cost Estimate
Construction	\$6,191,106,700		January 2023 Project Cost Estimate
Operations	\$0		
Total:	\$6,680,000,000	\$10,000,000	

% Complete of Design:	30.0%
As of Date:	01/31/2023
Expected Useful Life:	70 Years

1. Pre-Construction Budget & Funding Plan

Cost Category/Sub Category		Dec 2021 - Jun 2023	FY 23-24	July 2024 - Dec 2024	Total
Project Management	TJPA	\$ 4,329,420	\$ 3,001,920	\$ 1,500,960	\$ 8,832,300
	Program Management/Project Controls	\$ 9,539,400	\$ 6,614,400	\$ 3,307,200	\$ 19,461,000
Design Engineering	Project Development	\$ 15,700,000	\$ -	\$ -	\$ 15,700,000
	Enabling Works Design	\$ 3,752,000	\$ 1,848,000	\$ -	\$ 5,600,000
	Progressive Design Build Bid Documents	\$ 2,775,000	\$ 2,775,000	\$ -	\$ 5,550,000
	CM/GC Track & Systems Design		\$ 5,400,000	\$ 14,600,000	\$ 20,000,000
	CM/GC Station Fitout Design		\$ 15,390,000	\$ 35,910,000	\$ 51,300,000
Interagency Coordination		\$ 4,085,000	\$ 3,610,000	\$ 1,805,000	\$ 9,500,000
Other Consulting & Engineering Services		\$ 1,280,000	\$ 1,280,000	\$ 640,000	\$ 3,200,000
Professional Services		\$ 1,978,000	\$ 1,548,000	\$ 774,000	\$ 4,300,000
Permits		\$ 160,000	\$ 160,000	\$ 80,000	\$ 400,000
Real Estate Services		\$ 505,000	\$ 2,525,000	\$ 2,020,000	\$ 5,050,000
TOTAL		\$ 44,103,820	\$ 44,152,320	\$ 60,637,160	\$ 148,893,300

Funding Source	Status	Dec 2021 - Jun 2023	FY 23-24	July 2024 - Dec 2024	Total
CFD Reimbursements	Allocated	\$ 2,250,000	\$ 3,000,000	\$ 1,500,000	\$ 6,750,000
CFD Pay Go	Allocated	\$ 11,400,000	\$ -	\$ -	\$ 11,400,000
CFD Bond 2021B	Allocated	\$ 12,000,000	\$ -	\$ -	\$ 12,000,000
CFD Bond 2022B	Allocated	\$ 9,340,920	\$ 1,965,220	\$ 29,137,160	\$ 40,443,300
Prop K	Allocated	\$ 2,300,000	\$ -	\$ -	\$ 2,300,000
Prop K	Programmed	\$ 5,312,900	\$ 4,687,100	\$ -	\$ 10,000,000
Caltrain Contribution	Allocated & Budgeted	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 3,000,000
CHSRA Contribution	Planned	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
TIRCP Cycle 6	Planned	\$ -	\$ 30,000,000	\$ 30,000,000	\$ 60,000,000
		\$ 44,103,820	\$ 44,152,320	\$ 60,637,160	\$ 148,893,300

2. Prop K Allocation Request Budget

Task	Scope	FY 22-23	FY 23-24	Total	Average Rate	Hours
	PMPC Total	\$ 650,600	\$ 3,132,400	\$ 3,783,000	\$ 257.38	14,698
A	Program Management		\$ 517,600	\$ 517,600	\$ 310.30	1,668
B	Program Implementation	\$ 650,600	\$ 592,900	\$ 1,243,500	\$ 283.90	4,380
C	Design Management/Coordination/Main Civil Procurement Package Front End Specifications		\$ 1,405,200	\$ 1,405,200	\$ 255.95	5,490
D	Project Controls		\$ 164,100	\$ 164,100	\$ 186.40	880
E	Quality Control/Quality Assurance		\$ 21,600	\$ 21,600	\$ 216.00	100
F	Document Control/Administrative/Technical Editing		\$ 431,000	\$ 431,000	\$ 197.70	2,180
	Design Team Total	\$ 4,662,300	\$ 1,554,700	\$ 6,217,000	\$ 307.53	20,216
C: DT-PM	Project Management & Coordination	\$ 884,600	\$ 294,900	\$ 1,179,500	\$ 315.03	3,744
C: DT-PDB	Main Civil Procurement Package	\$ 3,032,200	\$ 1,010,800	\$ 4,043,000	\$ 311.00	13,000
C: DT-AUP	Advance Utility Design and Procurement Package	\$ 745,500	\$ 249,000	\$ 994,500	\$ 286.42	3,472
	TOTAL	\$ 5,312,900	\$ 4,687,100	\$ 10,000,000	\$ 286.42	34,914

Task	TJPA, PMPC, and Design Team Scope	FY 22-23	FY 23-24	Total	Average Rate	Hours
A	Program Management	\$ -	\$ 517,600	\$ 517,600	\$ 310.30	1,668
B	Program Implementation	\$ 650,600	\$ 592,900	\$ 1,243,500	\$ 283.90	4,380
C	Design	\$ 4,662,300	\$ 2,959,900	\$ 7,622,200	\$ 292.10	25,706
D	Project Controls	\$ -	\$ 164,100	\$ 164,100	\$ 186.40	880
E	Quality Control/Quality Assurance	\$ -	\$ 21,600	\$ 21,600	\$ 216.00	100
F	Document Control/Administrative	\$ -	\$ 431,000	\$ 431,000	\$ 197.70	2,180
	TOTAL	\$ 5,312,900	\$ 4,687,100	\$ 10,000,000	\$ 286.42	34,914

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Engineering Development and Procurement Preparation
Grant Recipient:	Transbay Joint Powers Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$10,000,000	Total PROP K Recommended	\$10,000,000

SGA Project Number:		Name:	DTX Engineering Development and Procurement Preparation
Sponsor:		Expiration Date:	12/31/2024
Phase:	Design Engineering	Fundshare:	6.7%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2021/22	FY2022/23	FY2023/24	FY2024/25	Total
PROP K EP-105	\$0	\$1,000,000	\$3,000,000	\$6,000,000	\$10,000,000

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 sub-tasks within Task B.1: 1) Contract Model Selection Report (estimated June 2023); 2) Contract Integration and Interface Management Program Plan (estimated July 2023); and 3) Implementation Roadmap Update (estimated December 2023).
3. On completion of sub-tasks within Task C.4: 1) Advance Utility potholing memorandum (estimated April 2023); 2) Advance Utility 90% plans and technical specifications (estimated July 2023); 3) Advance Utility 100% plans and technical specifications (estimated August 2023); 4) Advance Utility Issue for Bid plans and technical specifications (estimated October 2023); and 5) Draft Main Civil Package Progressive Design Build Procurement reference plans, reports, and technical specifications (estimated December 2023).

Special Conditions

1. Allocation is contingent upon concurrent approval of a cost-neutral Prop K Strategic Plan amendment to advance programming, but not the cash flow reimbursement schedule for \$7,000,000 in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 to allow the Transportation Authority to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.
2. Allocation is conditioned on ongoing compliance with the attached SFCTA Oversight Protocol.
3. Presentations on the Transbay Phase 2/DTX project, including intergovernmental agreements (e.g., Master Cooperative Agreement with Caltrain, Intergovernmental Coordination Agreement with CCSF), will be calendared periodically on the SFCTA Board and/or SFCTA CAC meeting agendas, at the discretion of the Board Chair. TJPA staff shall be in attendance to present or answer questions from Board/CAC members, if requested.

4. Following public release/presentation of the DTX Governance Study Blueprint (anticipated April 2023), TJPA staff will report to the SFCTA Board on the recommendations of the Governance Study Blueprint and the planned approach to project governance during DTX procurement and construction.

5. Funds planned for expenditure from July 1, 2023, forward, in the amount of \$4,687,100, are placed on reserve, subject to future release by the SFCTA Board following presentation to the SFCTA Board, as described in Special Condition #4.

Notes

1. The SFCTA is preparing the inaugural Prop L Strategic Plan and the Prop L Five-Year Prioritization Programs (5YPPs), which are a prerequisite for allocation of Prop L funds. The TJPA has requested advancement of all the Prop L funds designated for the DTX, in order to support the August 2023 deadline to demonstrate to FTA that 50 percent of non-CIG funds are committed or budgeted. The SFCTA anticipates programming the funds as requested but may condition allocation upon satisfactory progress toward implementation of the recommendations from the Governance Study Blueprint.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	91.74%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	99.82%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Engineering Development and Procurement Preparation
Grant Recipient:	Transbay Joint Powers Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$10,000,000
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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:

OQ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Alfonso Rodriguez	Oscar Quintanilla
Title:	DTX Project Director	Budget & Procurement Director
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**Transbay Program Phase 2
Scope of Work, Deliverables and Schedule
January 1, 2023, to December 31, 2024**

The San Francisco Peninsula Rail Program Memorandum of Understanding (the MOU) executed by the Transbay Joint Powers Authority (TJPA), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), Peninsula Corridor Joint Powers Board-Caltrain (PCJPB), California High-Speed Rail Authority (CHSRA), and the City and County of San Francisco (the City) (the project partners) outlines the actions required by the project partners to advance the positioning, governance, funding and finance, and development and delivery of the Downtown Rail Extension (DTX), also known as Transbay Program Phase 2 (Phase 2) and as The Portal.

The Federal Transit Administration's (FTA) New Starts policy guidance outlines the requirements for transit capital projects seeking Capital Investment Grants (CIG) Program funding. This work plan is consistent with the requirements of the MOU, as well as guidance as required by FTA for eligibility to participate in the CIG Program. The work discussed herein, a subset of the Comprehensive Work Plan approved by the TJPA Board of Directors in December 2020, would generally be required for any project of this scope and significance.

This document describes pre-construction scope of work. Activities excluded from this scope that may occur during the same period include:

- Right-of-way (ROW) acquisition;
- Construction of enabling works;
- Final design of the main civil and tunnel contract;
- Certain procurement activities for primary PDB/CMGC contract mechanisms, including contract award and associated activities/costs.

As determined by the Integrated Program Management Team (IPMT), in collaboration with the Executive Steering Committee (ESC), certain policy-related deliverables will be presented to the ESC for review, comment, and/or approval. Final approval, as appropriate, will rest with the TJPA Board of Directors.

In December 2021, DTX was accepted into the Project Development phase of FTA's CIG program. During the next 24 months the project team will complete the Project Development and Engineering requirements and, contingent on securing additional funding, be ready to receive construction funding from FTA's CIG program.

The project team is comprised of TJPA staff, a consultant Program Management/Program Controls (PMPC) team, and a General Engineering Consultant (GEC) team.

I. Overall Work Plan

1.0: TRANSBAY JOINT POWERS AUTHORITY STAFF

Transbay Joint Powers Authority Staff lead the development and implementation of Phase 2 of the Transbay Program, the Downtown Rail Extension (Program). Staff oversee and are responsible for the Program scope, schedule and budget. Staff work closely with the PMPC and GEC teams to implement the Program. Some TJPA Staff are fully dedicated to Phase 2, while others are only part-time. See organizational description below.

A. TJPA Staff

The following positions are those that support the Program on a full-time or part-time basis. The list of deliverables that follow are those that TJPA Staff are solely responsible for and do not fit in any other portion of the Overall Work Plan through December 2024.

- A.1 TJPA Staff Full-Time on DTX.** TJPA Staff that are full-time on the Program include the Project Director, Project Controls Manager, Deputy Project Director – Engineering, and a Project Coordination Manager.
- A.2 TJPA Staff Part-Time on DTX.** TJPA Staff that are part-time in support of the Program include the Executive Director, the Communications and Legislative Affairs Director, the Chief Financial Officer, the Budget and Procurement Director, and other members of the Finance Team.

Deliverables:

1. *Program Oversight and Budget*
2. *Staffing IPMT, ESC, and TJPA Board meetings*
3. *Procurement and Contracting Plan*
4. *Quarterly Reporting*

2.0: MANAGEMENT/ PROGRAM CONTROLS

The Program Management/Program Controls team (PMPC) provides support for the TJPA. The PMPC manages the Program scope of work and develops and implements Program Management and Program Controls and provides administrative support. Administrative support includes, but is not limited to, technical editing, document control, documentation of meetings, report writing, preparation of presentations including graphical support, and preparation of correspondence.

A. Program Management Policies and Procedures

Develop and implement Management Policies, Procedures and guidelines and other documents needed to standardize management of the Program and its component projects.

- A.1 Configuration Management Plan.** The Configuration Management Plan will be updated by PMPC 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 how changes are handled during the design and construction phases, interface management, operations and maintenance (O&M) interfaces, and procurement and bid documents.

Deliverable: *Configuration Management Plan*

- A.2 Program Management Plan.** Update the Program Management Plan (PMP) including Program policies that address aspects of Program delivery. Management practices and procedures for the Transbay Program are documented in the Transbay Program Management Plan (PMP).

Deliverable: *Project Management Plan*

- A.3 Safety and Security Management Plan.** Update to focus on the rail program, the safety management organization, and how safety and security activities will be managed. Following FTA guidelines, this work will analyze known hazards and vulnerabilities, categorize them as to their potential severity and probability of occurrence, and develop an approach to resolving them.

Deliverable: *Safety and Security Management Plan*

B. Program Implementation and Support Activities

Coordinate various Program support activities outlined below. The Program Coordinator will be responsible for the following services:

- B.1 FTA New Starts Support.** Provide support for advancing through phases of the New Starts program. PMPC will support TJPA in preparing a letter to request entry into the Engineering Phase. PMPC will provide support to TJPA staff to request the FFGA.

***Deliverable:** Letter Requesting Entry into FTA New Starts Engineering Phase*

- B.2 Project Implementation Plans.** Prepare a Systems-focused industry sounding review, project contract packaging strategy, and a project delivery implementation roadmap method report in consultation with the design teams and consistent with the TJPA Board-approved Project Delivery Alternatives Study (PDAS) report.

1. **Industry Sounding Review:** It is important that the Phase 2 construction contract procurements be attractive to potential bidders to encourage bid competition and better enable TJPA to realize its project cost goals. The PDAS recommended a delivery strategy that included a single Progressive Design Build (PDB) approach for the heavy civil works and either one or two Construction Manager / General Contractor (CMGC) contracts for the track and systems and station fit out works, respectively. The decision regarding one or two CMGC contracts is to be made after an industry sounding is conducted with transit systems providers.

This work would comprise developing a Request for Information (RFI) and project presentation and holding individual interviews with interested contractors to discuss construction method feasibility, contract packaging, procurement methods, and contractual risk sharing mechanisms that can result in lower bid contingencies. Contractor feedback will again be used to inform the decision regarding one or two CMGC contract.

2. **Project Implementation Roadmap:** The implementation roadmap work required to produce procurement / bridging documents for early works, civil Progressive Design Build, and one or CMGC contracts for station finishes and track & rail systems. Timely completion of these procurements is essential to provide a meaningful duration of preconstruction and to allow TJPA sufficient time to negotiate the construction costs in a manner that represents fair value and allows construction to commence on time.

Completing the procurement plan is an important first step in detailing the overall approach for each procurement and will result in more efficient and coordinated production of the procurement / bridging documents.

Deliverables:

1. *Industry Sounding Review RFI, Presentation, Interviews and Report*
2. *Contract Packaging Implementation Roadmap*

- B.3 Progressive Design Build Bid Documents.** In collaboration with TJPA and outside counsel, prepare bid document suitable for one PDB contract encompassing the heavy civil works generally including tunnel and station shell works, u-wall, tunnel stub and ventilation/emergency exiting shaft structures, and two CMGC contracts encompassing rail track and core systems, and station fit out and non-core systems, respectively. The CMGC contracts may be combined into one contract depending upon the outcome of Task B.2.1 above.

Using a task force approach, PMPC will organize working groups including various project stakeholders to develop bid documents to define contractor requirements for proposal, evaluation, and selection consistent with the PDAS recommendations. The documents will specify the minimum requirements for contractor qualifications, identify the technical and pricing selection criteria, and convey the information developed in the Project Development and Project Engineering phases of the project. Additionally, relevant TJPA and federal requirements for bidding will be provided, along with all details of the selection process.

Deliverables:

1. *Division 00 and Division 01 documents (PMPC support)*
2. *Instructions and Proposal Requirements*
3. *Evaluation Criteria*
4. *Technical Reference documents*
5. *Draft Contract(s) (by TJPA)*

- B.4 Design Criteria.** Maintain the design criteria which summarize and describe the objectives, status, key decisions made and outstanding key issues of design to date and provides the designer with a basis to advance the design. The report is a living document and will be revised as needed to reflect the intended function and configuration of the project, as well the criteria, codes, and standards to be used in its design.

Deliverable: *Updated Design Criteria, as needed*

- B.5 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. The Issue / Action logs list the issue, who is currently responsible for action to resolve the issue, and a description of the action that is being taken, or series of actions. A sequential numbering system will be employed to track the issues. These logs will be updated in progress meetings, posted on-line, and issued monthly if required.

Deliverables: *Issue Action Logs*

- B.6 Risk Management.** Manage the risk process and lead quarterly risk reviews workshops with stakeholders and prepare a quarterly risk memorandum. The risk register will be maintained in conjunction with the GEC, the project team, and stakeholders.

Deliverables: *Quarterly risk register and memorandum*

- B.7 Value Engineering.** A rigorous program of value engineering (VE) will be implemented to satisfy the required project function at the lowest total cost (capital, operating, and maintenance) over the life of the project. A formal VE workshop will be undertaken at appropriate milestones in the design process. A VE report will incorporate the VE recommendations developed during the workshop along with an evaluation of those recommendations, including recommendations for implementation, further study, or rejection. The VE report will also identify items that do not meet the cost/benefit requirements established during the workshops and by the client. Additionally, targeting areas of residual risk as part of the VE process may reduce risk and increase confidence in the project bottom line.

Deliverable: *Value Engineering Report*

- B.8 Constructability Review.** Constructability reviews of the various contract packages are a key component of all design and construction management projects. These reviews can be performed simultaneously with the technical design review to evaluate the contract documents for conformance with the overall goals, objectives, and program mitigation

requirements. In addition to a general check of the plans and specifications to make sure they are accurate, complete, and consistent, and that the design conforms to program standards, the PMPC's constructability reviews will focus on items such as site access and truck routes, maintenance and protection of traffic, lay-down and storage areas, work means and methods in general, and consistency with work by other contractors or utility companies in the vicinity. The constructability reviews will also evaluate construction activities in the Program Schedule to determine whether they are consistent with the plans and specifications. The constructability review of the Program schedule will evaluate the assumptions for sequence of activities, overall production rates, durations for long lead-time procurement items, and conformance with project milestones. The findings of the review will be summarized in a memorandum.

Deliverable: *Constructability Review Memorandum*

- B.9 Contract Administration.** Provide contract administration, including maintaining contract files, records, performing invoice reviews, independent cost estimates, Disadvantaged Business Enterprise (DBE) compliance, verifying compliance with City and County of San Francisco requirements, and FTA and TJPA procurement and contracting policies and procedures.

Deliverables: *Contract files with compliance records, log of invoices, independent estimates, DBE compliance records, etc. Provide a reporting system listing all contracts, their compliance status, and status of invoices received and paid.*

- B.10 Real Estate Acquisition Management.** Provide support, supervision, and management of various consultant disciplines providing services related to right-of-way pre-acquisition activities. Coordinate the selection process of various ROW contractors. Edit and complete a Real Estate Acquisition and Management Plan which will encompass all phases of work necessary for the acquisition and delivery of right-of-way. Ensure that all ROW requirements have been secured by the date required for construction to proceed. Ensure documents, reports, written correspondence, notices, forms, and related materials associated with ROW activities are uniform, complete, and comply with all applicable federal and state requirements and the TJPA's policies and protocols. Establish and maintain files and recordkeeping related to ROW acquisition. Support the TJPA's liaison to stakeholders and interested parties relative to design coordination at a level per approved staffing plan.

Deliverable: *Updated Real Estate Acquisition and Management Plan*

- B.11 Utility Coordination.** Provide utility coordination oversight to verify project teams progressing with timely and cost-effective relocations of existing facilities. Provide written comments on utility relocation plans and schedule submittals. Maintain issue / action log of utility relocation activities.

Deliverables: *Review utility relocation plans and schedule submittals from design teams. Utility coordination meetings, records and documentation of utility relocation agreements.*

C. Design Management

PMPC is responsible for managing the project scope, schedule, budgets and contracting during the design and construction phases of the Program including engineering contract management and negotiations and invoice reviews. PMPC will manage the design team's work for the preparation of final design and/or bid documents for each design package.

- C.1 Design Submittal Reviews.** Organize independent reviews of design submittal packages, where necessary, to verify that design intent is properly implemented, project scope is accurately represented in various contracts and QC/QA plans are effective.

Deliverables: As-needed design submittal reviews

D. Program/Project Controls

The Program Controls support staff will work with the TJPA's Project Controls Manager and other Project Managers in preparing an updated preliminary Program budget and in accomplishing the following scope of work.

- D.1 Work Breakdown Structure.** Update the Work Breakdown Structure (WBS) for the implementation of the Program that will be used in managing cost, schedule, scope and resources. Provide a document that describes the updated Work Breakdown Structure graphically. The Work Breakdown Structure may be modified to reflect changes in project or contract packaging as the Program progresses.

Deliverable: Updated Work Breakdown Structure

- D.2 Program Master Schedule.** Update the Program master schedule monthly based on current information regarding project and contract progress. The Program Master Schedule will include summary graphical schedule information for all components of the Program. The schedule will be time scaled and will include a critical path for the Program. Real estate acquisition and other critical activities impacting planning, design, and construction will also be included in the schedule.

Deliverable: Monthly Updated Program Master Schedule

- D.3 Status Reporting.** Prepare quarterly project and contract status reports outlining the progress, cost, schedule, issue resolution and other aspects of the project or contract.

Deliverables: Quarterly Program Status Reports

E. Quality Control/Quality Assurance (QC/QA) Program

- E.1 QA Audits.** Quarterly quality control/quality assurance audits will be performed, and findings summarized in a quarterly memorandum

Deliverables: Quarterly Quality Audit Reports

3.0: DESIGN

The General Engineering Consultant (GEC) team will undertake technical studies and prepare design documents in keeping with the planned project procurement strategy.

A. Project Development

The design team will complete the project development phase of design.

- A.1 Basis of Design Report.** Prepare Basis of Design Report, to document relevant agreements between TJPA, the train operators, FRA, and other regulators, particularly regarding train operations, objectives, and safety; governing design criteria for each discipline; existing or

planned design variance requests; other critical assumptions; and an outline of expected technical specifications.

Deliverable: *Basis of Design Report*

- A.2 Value Engineering Assessments.** Perform technical studies and prepare cost estimates for concepts developed during the Value Engineering workshop. Prepare summaries of each concept including technical considerations and cost impacts, where applicable. The assessments will be an input to the PMPC's Value Engineering Report.

Deliverable: *Value Engineering Assessment Forms*

B. Enabling Works Design

Enabling works are early construction activities that will facilitate the main civil construction work. The design team will progress the design of these enabling works from a conceptual design level to Issue for Bid documents.

- B.1 DTX 4th and King Site Works.** Prepare advance package design drawings, specifications, and bid documents. This will include:

- a. Track Design
 1. Development of track demolition, upgrade, realignment, and new track plans including alignment data tables and typical sections.
 2. Prepare technical memorandum documenting assumptions, outstanding issues, and design variances.
 3. Develop CAD construction staging/phasing plans.
 4. Provide track alignment and profile design calculations.

- b. Systems Design
 1. Overhead Catenary System (OCS)
 - a. Development of OCS demolition and relocation plans including interim support structures and wiring and cross sections.
 - b. Prepare technical memorandum documenting assumptions, outstanding issues, and design variances.
 - c. Develop construction staging/phasing plans for the interim Caltrain OCS.
 - d. Provide interim OCS profiles and structure design calculations.
 - e. Support TJPA coordination with Caltrain, CCSF, and FRA.
 2. Signals
 - a. Development of signal layout plans for phases of work to support the operational cutovers at both project interfaces.
 - b. Prepare technical memorandum documenting assumptions, outstanding issues, and design variances.
 - c. Develop location (houses/cases) for phases.
 - d. Develop conceptual installation drawings for each type of signal equipment.
 - e. Support for Operations Simulations for each phase.
 - f. Field verification of affected Caltrain signal locations.
 3. Communications
 - a. Development of communications demolition and relocation plans.
 - b. Prepare technical memorandum documenting assumptions, outstanding issues, and design variances.
 - c. Develop construction staging/phasing plans for the interim Caltrain Fiber Optic Backbone and Radio shelter.

- d. Provide backbone fiber link budget calculations.
 - e. Support TJPA coordination with Caltrain, CCSF, and FRA.
 - f. Coordination effort for construction cost estimate.
 - g. Foundation design for Radio Shelter and Antenna pole including attachment to structures.
4. Traction Power
- a. Review Caltrain's PCEP traction power design.
 - b. Provide traction power design support as needed to other disciplines.
- c. Utilities Design
- 1. Development of utility protection, demolition, and relocation plans including utility disposition tables, and typical sections.
 - 2. Prepare technical memorandum documenting assumptions, outstanding issues, and design variances.
 - 3. Provide utility disposition and design of relocations, where necessary.
- d. Survey
- 1. Review survey information provided by Caltrain, Prologis, and others.
 - 2. Provide feedback on coordinate system, datums, etc.
 - 3. Support TJPA in obtaining access to the Railyard for further survey work.
 - 4. Perform full topographic survey of agreed upon features and limits.

Deliverables:

- 1. *30% Design Plans and Memoranda*
- 2. *60% Design Plans and Technical Specifications*
- 3. *90% Design Plans and Technical Specifications*
- 4. *100% Design Plans and Technical Specifications*
- 5. *Issue for Bid Plans and Technical Specifications*

- B.2 Building Demolition.** Prepare advance package design drawings, specifications, and bid documents for each building to be demolished to allow for cut-and-cover construction access and provide space for ventilation structures.

Deliverables:

- 1. *30% Design Plans and Memoranda*
- 2. *60% Design Plans and Technical Specifications*
- 3. *90% Design Plans and Technical Specifications*
- 4. *100% Design Plans and Technical Specifications*
- 5. *Issue for Bid Plans and Technical Specifications*

- B.3 Utility Relocation.** Prepare advance package design drawings, specifications, and bid documents. The scope for this task will include:

- 1. Preparation and submittal utility relocation plans and technical specifications
- 2. All associated coordination with both private and public utility companies. and agencies to achieve a design with stakeholder input.
- 3. Preparation of a Traffic Management Plan for Advanced Utility Relocation.
- 4. Utility potholing and preparation of a summary report.

Deliverables:

- 1. *60% Design Plans and Technical Specifications*
- 2. *90% Design Plans and Technical Specifications*
- 3. *100% Design Plans and Technical Specifications*
- 4. *Issue for Bid Plans and Technical Specifications*

C. Progressive Design Build Bid Documents

Develop other drawings and documents, as required, based on the selected project delivery method, such as instrumentation, specifications, technical requirements, and Geotechnical Baseline Report.

C.1 Main Civil Package. In general, work will include providing technical support services to the TJPA and PMPC in developing and advertisement of the Main Civil progressive design build package.

1. Development of Bid Documents
 - a. Assist in determining what technical information is to be provided to the bidders as Contract Documents and as Reference Documents.
 - b. Package the following 30% preliminary engineering documents (e.g. drawings and reports) in the agreed upon format for inclusion in the Contract and Reference Documents.
 - i. Mined tunnel plans (current base case SEM mined tunnel)
 - ii. Cut-and-cover subway structure plans (at the Throat, and Second and Townsend streets)
 - iii. Emergency ventilation/exiting building architectural, structural, mechanical, and electrical plans at the Second and Harrison and Third and Townsend ventilation structures
 - iv. Track plan updates, including adjustments for updated/verified property boundaries (ROW work by others)
 - v. Fourth and Townsend Street Station structural, architectural, emergency ventilation plans including updating the station design for a revised track profile (3% grade on u-wall)
 - c. Provide inputs to updates of Design Criteria.
 - d. General support from: track, systems, and architecture including a longitudinal CFD model in Ventilation Zone 2 (Throat).
 - e. LIDAR as-built survey in Platform and Lower Concourse levels of the transit center.
 - f. Provide technical input on the Design and Construction General Requirements and Standards and Specifications sections of the Technical Provisions.
 - g. Perform necessary redesign services as may be required due to VE concepts and other considerations.
 - h. Preparation of Geotechnical Baseline Report, including additional borings, as necessary.

Deliverables:

1. *Repackaged 30% documents including redesigned elements*
2. *Transit Center Train box LIDAR As-built Survey*
3. *Geotechnical Baseline Report*

D. Track and Systems

Develop final design and procurement documents based on the Construction Manager/General Contractor project delivery method for the track and systems package.

D.1 Track and Systems Package. The scope includes final design work in support of the planned Track and Systems CMGC package. This design focuses on:

- Signals/Train Control
- Communications
- Overhead Contact System (OCS)
- Water/Air
- Tunnel Ventilation
- Tunnel Lighting and Electrical
- Trackwork

- Traction Power, as required

Deliverables:

1. *60% Design Plans and Technical Specifications*
2. *90% Design Plans and Technical Specifications*
3. *100% Design Plans and Technical Specifications*
4. *Issue for Bid Plans and Technical Specifications*

E. Station Fitout

Develop final design and procurement documents based on the Construction Manager/General Contractor project delivery method for the station fitout package.

E.1 Station Fitout Package. The scope includes final design work in support of the planned Station Fitout CMGC package for the fit-out of the train box of the Salesforce Transit Center and the Fourth and Townsend Street Station as well as two ventilation structures along the tunnel alignment. This design focuses on:

- Interior finishes including platforms, partitions, and doors
- Vertical circulation
- Above grade structures
- Mechanical
- Electrical
- Plumbing
- Signage
- Fare collection systems, as required

Deliverables:

1. *60% Design Plans and Technical Specifications*
2. *90% Design Plans and Technical Specifications*
3. *100% Design Plans and Technical Specifications*
4. *Issue for Bid Plans and Technical Specifications*

4.0: INTERAGENCY COORDINATION

Technical and approvals coordination with the relevant agencies having jurisdiction (AHJs), including the negotiation of critical and non-critical third-party agreements between TJPA and the various AHJs as needed. Regular meetings between TJPA and AHJs to advance that coordination and to advance those agreements.

Deliverables:

1. *Third Party Agreements Plan*
2. *Critical Third Party Agreements*
3. *Non-critical Third Part Agreements*

5.0: OTHER ENGINEERING SERVICES

Other engineering services as needed, including, potentially, but not limited to, economics, construction management.

A. Economic Impact

Determine the role of DTX in the region's planned growth and the broader state and national economies. Inform talking points for project benefits.

- A.1 Economic Impact Study.** TJPA and their consultants will prepare an impact study that looks at the role of the DTX in the region's planned growth and the broader state and national economy will be needed as the TJPA and stakeholders redefine the DTX project as part of a regionwide transportation strategy. The report will describe achieved and expected job, office, and residential growth in the vicinity of the Fourth and Townsend and Salesforce Transit Center Stations. Short- and long-term job growth, and overall economic benefits that can be attributed to the Transbay Program.

***Deliverables:** Economic Impact Study*

6.0: PROFESSIONAL SERVICES

Other professional services as needed, including but not limited to, archaeology, right of way support services, and property management services.

7.0: PERMITS

Permit application fees as necessary, including SF Planning, the Dept. of Building Inspection, Caltrans, and others.

II. San Francisco Proposition K Allocation Request Scope: DTX Engineering Development and Procurement Preparation

The subject Prop K allocation request will fund the preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build Bid Documents for the Main Civil Construction package for the DTX tunnel and structures, and Program Management support. This work will be performed by TJPA's consultant team for Program Management/ Program Controls (PMPC) and the General Engineering Consultant (GEC). This work will be supported and supervised by TJPA Staff, though no TJPA Staff time is anticipated to be funded by this request. The work is scheduled to be complete by December 31, 2023. Previous Proposition K allocations for NTP 1, NTP 2A, and NTP 2B assisted TJPA to achieve 30% design and meet FTA's requirements under the Capital Investment Grant (GIG) program. The current allocation request will bring the DTX project closer to ready for procurement status.

A. Program Management \$517,600

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. (PMPC)

- 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 provides staff planning, supervision, and support for the Program Team, including coordination among project teams. The Program Manager also assist the TJPA in completing other program requirements such as developing scope for funding applications, developing third party agreements, assisting TJPA in securing Program approvals, and providing other related services. The Program Manager and Deputy Program Manager are designated as key personnel positions.
- 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.
- Assist in the development and management of project design criteria, cost estimates and schedule.
- Provide technical and project specific assistance to TJPA, including preparation of letters and presentations.

A.2 Program Meetings and Coordination. (PMPC)

PMPC will plan and attend project meetings including, but not limited to: bi-monthly meetings with SFCTA staff and the design team, IPMT, Executive Steering Committee, and TJPA Board meetings. PMPC Program Coordination activities include 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 (ongoing)*
2. *As-needed coordination with stakeholders (ongoing)*
3. *Analyze preliminary level impacts to the project if a specific concern or comment from a stakeholder increases project risk, scope, cost, or duration (ongoing)*
4. *Coordinate with rail operators on design criteria (ongoing)*

B. Program Implementation and Support Activities \$1,243,500

B.1 Project Implementation Plan and Contract Model Selection/Development. (PMPC)

Advance the work outlined in the Project Implementation Roadmap prepared in 2022. Including contract model selection and contract development, development of a Contract Integration and Interface Management Program Plan, facilitation of stakeholder workshops to drive impactful engagement with project partners, continued market engagement aligned with the selected packaging and procurement methods. Support interface management.

Deliverables/Schedule:

1. *Contract Model Selection Report: June 2023*
2. *Contract Integration and Interface Management Program Plan: July 2023*
3. *Implementation Roadmap Update: December 2023*

B.2 Issue Resolution. (PMPC)

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: *Issue Action Logs: On-going*

B.3 Risk Management. (PMPC)

Provide Risk Manager. Organize and facilitate quarterly risk management workshop in conjunction with FTA and stakeholders. Update Risk Register quarterly. It is assumed that any external experts required to attend the workshop would be provided by the funding partner.

Deliverables/Schedule: *Update Risk Register: Quarterly*

B.4 Utility Coordination. (PMPC)

Provide limited utility coordination oversight to verify project teams are successful in making arrangements for timely and cost-effective relocations of existing facilities.

B.5 Real Estate Acquisition Management. (PMPC)

Provide support, supervision, and management of various consultant disciplines providing services related to right-of-way pre-acquisition activities. Coordinate the selection process of various ROW contractors. Ensure that all ROW requirements have been secured by the date required for construction to proceed. Ensure documents, reports, written correspondence, notices, forms, and related materials associated with ROW activities are uniform, complete, and comply with all applicable federal and state requirements and the TJPA's policies and protocols. Establish and maintain files and recordkeeping related to ROW acquisition.

B.6 FTA New Starts Coordination Support. (PMPC)

Support coordination with the FTA and their Program Management Oversight Consultant, this will include monthly calls/virtual meetings with FTA. These meetings will primarily serve to keep FTA staff up to date regarding project and potential decisions that maybe made in the coming weeks and months, as well as keep FTA informed regarding decisions that have been made regarding the project.

C. Phase 2 Design

\$7,622,200

The PMPC Engineering Manager and support staff will be responsible for managing the project scope, schedule, budgets and contracting during the design phase. The General Engineering Consultant (GEC) will perform design and procurement packaging work on the advance utility construction package and the main civil package.

C.1 Engineering Contract Management. (PMPC)

Assist in finalizing the scope, deliverables, schedule and budget for Engineering Contract.

C.2 Project Management. (PMPC)

Provide project management oversight of the design team.

C.3 Design Submittal Reviews and Support for Contract Specifications. (PMPC)

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. Assist TJPA in the preparation of the front-end contract specifications (Division 00 and Division 01) for the Progressive Design Build bid documents for the Main Civil Package.

Deliverables/Schedule:

1. *Comments on design submittals, as needed (ongoing)*
2. *Contract Specifications for Progressive Design Build bid documents (Support for TJPA)*

C.4 Design and Procurement Package Work. (GEC)

Perform design and procurement package preparation work as described below:

- **Advance Utility Relocation:** Preparation and submittal of 90%,100%, and Issue for Bid design and procurement utility relocation plans and technical specifications. Coordination with both private and public utility companies and agencies. Utility potholing and preparation of a summary report.
- **Main Civil Package:** Package, and where necessary, update the 30% plans for the: mined tunnel, cut-and-cover structures, ventilation structures, trackwork, and Fourth and Townsend Street Station. Prepare technical specifications. Provide input to the design criteria.
- **Design Team Management and Stakeholder Coordination:** Monthly status reports, project meetings, monthly GEC input to Program Master Schedule, Quality Control and Quality Assurance, coordination with: train operators, federal/state/local agencies, adjacent projects, and property owners/developments. Including coordination with Caltrain's designer for enabling works in the Fourth and King Railyard. Other direct costs.

Deliverables/Schedule:

1. *Advance Utility potholing memorandum: April 2023*
2. *Advance Utility 90% plans and technical specifications: July 2023*
3. *Advance Utility 100% plans and technical specifications: August 2023*
4. *Advance Utility Issue for Bid plans and technical specifications: October 2023*
5. *Draft Main Civil Package Progressive Design Build Procurement reference plans, reports, and technical specifications: December 2023*
6. *Status reports: Monthly*

D. Project Controls**\$164,100**

The TJPA Project Controls Manager will develop and implement program/project controls. The TJPA Program Controls Manager will work with TJPA and PMPC support staff to accomplish the following scope of work. The budget to fund the TJPA Project Controls Manager is not included in this request. What follows is the PMPC support costs.

D.1 Program Master Schedule. (PMPC)

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: *Program Master Schedule Update: Monthly*

D.2 Status Reporting. (PMPC)

Prepare monthly and quarterly reports of Program status.

Deliverables/Schedule:

1. *Quarterly Program Status Reports to the Authority Board, Stakeholders and Funding Agencies (ongoing)*
2. *Monthly Progress Reports to Authority staff*

D.3 Work Breakdown Structure. (PMPC)

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.

D.4 Invoicing and Subconsultant Contract Management. (PMPC)

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.

E. Quality Control/Quality Assurance (QC/QA) \$21,600**E.1 QA Oversight. (PMPC)**

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: *Audit Reports: Quarterly*

F. Document Management and Administrative Support \$431,000**F.1 Administrative Support/Technical Editing. (PMPC)**

Administrative support including, 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. Other direct costs.

F.2 Document Control. (PMPC)

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 PMPC team'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.

F.3 Presentation Support. (PMPC)

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.

DTX FUNDING PLAN

	Amount (YOES Millions)
Currently Committed Funding Sources	
<i>Regional</i>	
MTC Regional Measure 3	\$ 325
MTC Contribution to Engineering (via Prop K)	\$ 3
<i>Local and Caltrain</i>	
Caltrain FY22/23 Contribution to PD/Engineering	\$ 1.5
<i>SF Sales Tax</i>	
SFCTA Contribution to Engineering (via Prop K)	\$ 3
Other Prop K	\$ 18
Prop L	\$ 300
<i>Transit Center District Funds</i>	
CFD Bond Proceeds/Pay-Go (previous issuances)	\$ 32
CFD Bond Proceeds 2021B & 2022B	\$ 73
CFD Pay-Go Funds	\$ 28
CFD Future Proceeds Thru FY28/29	\$ 89
Tax Increment Bond Proceeds	\$ 114
Transit District Impact Fees	\$ 16
Developer Funds	\$ 62
Subtotal	\$ 1,064

	Amount (YOES Millions)
Budgeted Funding Sources	
<i>State</i>	
CHSRA Contribution to Engineering	\$ 3
<i>Local and Caltrain</i>	
Caltrain FY23/24 Contribution to Engineering	\$ 1.5
<i>Transit Center District Funds</i>	
Future CFD Funds	\$ 465
Additional Tax Increment Bond Proceeds	\$ 40
Land Sale Revenues	\$ 6
Subtotal	\$ 515

	Amount (YOES Millions)
Planned Funding Sources	
<i>Federal</i>	
Federal CIG New Start	\$ 3,300
Federal Non-CIG (e.g., MEGA, CRISI, FSP, etc.)	\$ 623
<i>State</i>	
TIRCP (Multi-Cycle)	\$ 560
High-Speed Rail (State/Federal Funds and/or CHSRA TBD)	\$ 550
<i>Local</i>	
Regional Transportation Improvement Program	\$ 18
Central SOMA Impact Fees and/or Other Local Source(s)	\$ 50
Subtotal	\$ 5,101

	Amount (YOES Millions)
Potential/Future Funding Sources	
<i>Regional</i>	
Regional Grants	TBD
Other Regional/County-Level Sources or Contributions	TBD
<i>Local</i>	
New/Expanded Transit District Sources	TBD
Other Future/Additional Local Sources	TBD
Passenger Facility Charge	TBD
Private Contribution or Investment	TBD
Subtotal	TBD
Total	\$ 6,680

	Amount (YOES Millions)
Funding and Cost	
Federal CIG New Start – Planned	\$ 3,300
Currently Committed Funding	\$ 1,064
Total Estimated Capital Cost (subject to refinement)	\$ 6,680

49%
31% of non-CIG

DTX COST ESTIMATE

DRAFT 2023 Full DTX Cost Estimate

Subject to change due to FTA review and adjustments after FTA submittal in February 2023. Baseline budget to be adopted by TJPA Board in August 2023

Category	Cost Estimate (\$m)
Utility Relocation	\$34
Demolition	\$8
Civil / Tunnel	\$2,336
Station Fit Out	\$698
Systems & Trackwork	\$526
Allowances	\$114
Subtotal Construction	\$3,716
ROW acquisition	\$340
Programwide	\$904
Design Contingency	\$856
Construction Contingency	\$370
Program Reserve	\$494
Subtotal	\$2,964
GRAND TOTAL	\$6,680

* Estimate is presented in Year of Expenditure Dollars
 **Values do not total due to rounding

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

SFCTA OVERSIGHT PROTOCOL FOR DOWNTOWN RAIL EXTENSION

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

SFCTA oversight is intended to be consistent with, and complementary to, the work program and governance established by the existing San Francisco Peninsula Rail Program Memorandum of Understanding (Existing MOU). It is expected that a successor arrangement for multi-agency governance of DTX (Successor Framework) will be established to replace the Existing MOU following its conclusion. SFCTA oversight is and will be in addition to any specific work program task roles for SFCTA established by the Existing MOU and/or the Successor Framework.

SFCTA oversight is additionally intended to complement oversight by the Federal Transit Administration (FTA) and its Project Management Oversight Consultant (PMOC). Performance of FTA oversight does not satisfy or replace SFCTA oversight requirements.

1. The TJPA Project Management Team (TPMT) will have an open-door policy and work closely with the SFCTA PMO, which will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, in order to stay abreast of all project activities and, when warranted, may also attend, as an observer, partnering sessions and progress meetings with project contractors. The TPMT will periodically provide a list of current and anticipated regularly-scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful for SFCTA attendance.
3. Subject to FTA concurrence, the SFCTA PMO will attend meetings with the FTA and its PMOC and Financial Management Oversight Consultant (FMOC).
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and contractor proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the DTX Quality Manager.

8. The SFCTA PMO will be a member of the Risk Management team and participate in Risk Management meetings and receive copies of the project risk register, its monthly or quarterly updates, and risk reports.
9. The SFCTA PMO will serve as a voting member of the Configuration Management Working Group (CMWG) and any successor body established by the Successor Framework (i.e., Configuration and Change Management Body, as contemplated in the initial DTX Governance Study recommendations approved in September 2022). The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Pennsylvania Avenue Extension Pre-Environmental Bridging Study
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transbay Terminal / Downtown Caltrain Extension
Current PROP K Request:	\$2,500,000
Supervisorial Districts	District 06, District 10

REQUEST

Brief Project Description

The Downtown Rail Extension (DTX) will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard to the Salesforce Transit Center. The Pennsylvania Avenue Extension (PAX) is the preferred route for the DTX to continue south from 4th and King via tunnel along Pennsylvania Avenue to avoid at-grade crossing conflicts with 16th Street and Mission Bay Drive. The Transportation Authority has completed the PAX Project Initiation Report. This Prop K request will fund the next phase of PAX development by conducting a Pre-Environmental Bridging Study.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

4th and Townsend Station to 7th Street and Pennsylvania Avenue

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$2,500,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Pennsylvania Avenue Extension Pre-Environmental Bridging Study
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2020	Oct-Nov-Dec	2024
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2024

SCHEDULE DETAILS

The Pre-Environmental Bridging Study is planned to take approximately 18 months to complete. Advancing the project through the Bridging Study, environmental review, design, procurement, and construction is expected to require a minimum of 12-15 years in total.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Pennsylvania Avenue Extension Pre-Environmental Bridging Study
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-105: Transbay Terminal / Downtown Caltrain Extension	\$0	\$2,500,000	\$0	\$2,500,000
Phases In Current Request Total:	\$0	\$2,500,000	\$0	\$2,500,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$2,500,000	\$1,600,000	\$4,100,000
Funding Plan for Entire Project Total:	\$0	\$2,500,000	\$1,600,000	\$4,100,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$4,100,000	\$2,500,000	Engineer's estimate based on scope of work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$4,100,000	\$2,500,000	

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

PAX Pre-Environmental Bridging Study						SFCTA Staff						
						Rate	\$331	\$303	\$211	\$257	\$186	\$210
Task	Activity	Cost	Staff Cost	Consultant Cost	Staff Hours	Deputy Director	Rail Program Manager	Senior Engineer	Director Comms	Senior Comms Officer	Principal Planner	Principal Modeler
1	Project Management	\$379,204	\$179,304	\$199,900	676	76	300	300	0	0	0	0
2	Alternatives Refinement and Analysis	\$849,980	\$150,080	\$699,900	635	0	160	295	0	0	100	80
3	Implementation Strategy	\$564,368	\$189,368	\$375,000	716	75	320	241	0	0	80	0
4	Public and Stakeholder Engagement	\$156,604	\$43,229	\$113,375	196	0	30	30	36	100	0	0
5	Pre-Environmental Report	\$149,718	\$49,998	\$99,720	207	0	65	100	0	0	22	20
Total Labor & Direct Costs		\$2,099,873	\$611,978	\$1,487,895	2430	151	875	966	36	100	202	100
Other Agency Costs*		\$200,000										
Contingency		\$200,127										
Total		\$2,500,000										

* Budget to provide for Study task/deliverable work undertaken by other agency(ies).

PAX Pre-Environmental Bridging Study						Consultant								
						Rate	\$300	\$375	\$290	\$250	\$225	\$125	\$300	\$350
Task	Activity	Cost	Staff Cost	Consultant Cost	Consultant Hours	Program Management	Project Director	Project Manager	Design	Project Controls	Admin Support	Operations Analysis	Technical SMEs	Direct Cost
1	Project Management	\$379,204	\$179,304	\$199,900	723	333	17	280	0	8	85	0	0	0
2	Alternatives Refinement and Analysis	\$849,980	\$150,080	\$699,900	2118	333	77	320	821	162	5	80	320	\$100,000
3	Implementation Strategy	\$564,368	\$189,368	\$375,000	1310	250	80	400	340	120	0	0	120	0
4	Public and Stakeholder Engagement	\$156,604	\$43,229	\$113,375	145	0	0	100	30	0	15	0	0	\$75,000
5	Pre-Environmental Report	\$149,718	\$49,998	\$99,720	268	83	20	58	160	0	0	0	30	0
Total Labor & Direct Costs		\$2,099,873	\$611,978	\$1,487,895	4564	999	194	1158	1351	290	105	80	470	
Other Agency Costs*		\$200,000												
Contingency		\$200,127												
Total		\$2,500,000												

* Budget to provide for Study task/deliverable work undertaken by other agency(ies).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Pennsylvania Avenue Extension Pre-Environmental Bridging Study
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$2,500,000	Total PROP K Recommended	\$2,500,000

SGA Project Number:		Name:	Pennsylvania Avenue Extension Pre-Environmental Bridging Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	Total
PROP K EP-105	\$250,000	\$1,750,000	\$500,000	\$2,500,000

Deliverables

1. Quarterly progress reports shall contain a percent complete by task, percent complete of the overall project, and a summary of stakeholder issues and concerns raised in the previous quarter, in addition to the standard requirements for progress reports.

2. On completion of Task 2 (estimated by June 2024): Provide alternative design concepts, station design concepts, and cost/risk/schedule deliverables.

3. On completion of Task 3 (estimated by September 2024): Provide environmental approach document, environmental governance document, and funding and implementation strategy.

4. On completion of Task 5 (estimated by December 2024): Provide draft report and final report.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Pennsylvania Avenue Extension Pre-Environmental Bridging Study
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$2,500,000
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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:

JK

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jesse Koehler	Anna LaForte
Title:	Rail Program Manager	Deputy Director for Policy & Programming
Phone:	(415) 522-4823	(415) 522-4805
Email:	jesse.koehler@sfcta.org	anna.laforte@sfcta.org

PROJECT NAME: Pennsylvania Avenue Extension**PHASE: Pre-Environmental Bridging Study****PROP K REQUESTED: \$2,500,000****OVERVIEW:**

The Downtown Rail Extension (DTX or The Portal) will extend Caltrain and future California High-Speed Rail (CHSR) service from the existing 4th and King railyard to the Salesforce Transit Center. The Pennsylvania Avenue Extension (PAX) is the City's preferred route for the Caltrain south of DTX, to continue from the DTX's 4th and Townsend station, via a tunnel beneath 7th Street and Pennsylvania Avenue. PAX will grade separate existing at-grade crossings at Mission Bay Drive and 16th Street. The Transportation Authority has completed the PAX Project Initiation Report and is moving forward to the next phase of planning and design development for the project. This Prop K request will fund the next phase of PAX development by conducting a Pre-Environmental Bridging Study.

Project Background

The Rail Alignment and Benefits (RAB) Study, led by the San Francisco Planning Department in cooperation with the Transportation Authority and other agency partners, assessed the major transportation and land use issues resulting from the electrification of Caltrain, the arrival of CHSR, and the DTX project. The RAB Study, which was completed in 2018, examined alternative rail alignments to connect the fast-growing South of Market and Mission Bay neighborhoods with the rest of San Francisco. The RAB Study's recommended alternative for the Caltrain corridor was a tunnel extending south from the environmentally-cleared DTX interface at the 4th and King railyard, down 7th Street and Pennsylvania Avenue, connecting to the existing at-grade Caltrain tracks near Cesar Chavez. This broad alignment was carried forward for further development through the PAX Project Initiation Report phase completed by Transportation Authority in 2022.

The Project Initiation Report developed and evaluated a range of conceptual alignment alternatives for the project, reflecting different tunnel configurations and construction methods, with varying implications for existing and potential future station locations along the alignment. In July 2022, the Transportation Authority Board approved the PAX Project Initiation Report, which identified three broad alternatives, based on a preliminary evaluation of constructability, cost, schedule, risk, environmental considerations, and benefits.

To follow the Project Initiation Report and to continue to develop the PAX project, a Pre-Environmental Bridging Study (Study) is required to prepare the project for environmental review. The purpose of the Study is: 1) to further refine and narrow shortlisted alternatives through planning, design, and public outreach; and 2) to develop the organizational and technical approach to the environmental phase through interagency coordination and engagement.

Scope of Work

Development and delivery of the PAX project is a major undertaking that will require multiple parties to work together over an extended period. In addition, close coordination with related projects managed by various agencies will be needed.

Refining the analysis and study completed through the Project Initiation Report, the Pre-Environmental Bridging Study will seek to identify the most viable PAX alternatives to advance into the environmental

clearance phase. This will be accomplished through technical analysis and evaluation, as well as engagement with partner agencies, stakeholders, and the public.

Task Area 1 – Project Management

This Task Area provides for overall project management, administration, and coordination activities for the Study, including consultant procurement, inter-agency engagement, and ongoing project management.

Estimated Task Schedule: April 2023 through December 2024.

1.1 Consultant Procurement

Prepare draft consultant scope(s) of work and owner’s budget estimate. Prepare procurement documentation. Conduct selection process(es). Negotiate consultant contract(s) and/or task order(s), including agreed scope of work, schedule, and budget.

Deliverables:

- Procurement documentation
- Consultant contract(s) and/or Task Order(s)

1.2 Work Plan

Work with consultant(s) to prepare detailed work plan and schedule for the Study. Maintain work plan and schedule throughout Study as living documents.

Deliverables:

- Study Work Plan
- Study Schedule

1.3 Project Management, Coordination, Administration

Conduct ongoing project management activities, including management of the consultant team. Convene and facilitate regular project management meetings and discussions. Prepare project management reports detailing work activity issues. Manage project issues and Study-phase risks.

Deliverables:

- Project management tools and regular meetings
- Monthly progress reports

1.4 Interagency Engagement

Conduct engagement with partner agencies, including with City departments, Caltrain, California High-Speed Rail Authority (CHSRA), Link21 (BART and Capitol Corridor), Caltrans, Metropolitan Transportation Commission (MTC), Transbay Joint Powers Authority (TJPA), and other agencies as appropriate. Convene Technical Advisory Group (TAG) meetings at regular milestones throughout development of the Study. Engage directly with partners as required for agency-specific needs.

Deliverables:

- TAG roster
- TAG meetings and meeting materials

Task Area 2 – Alternatives Refinement and Analysis

This Task Area encompasses design and other technical work to advance the most viable PAX alternatives and prepared the technical approach to the environmental phase for the PAX project.

Estimated Task Schedule: July 2023 through June 2024.

2.1 Decision Framework and Evaluation

Building on the Project Initiation Report, develop a framework to assess and compare the attributes and costs of PAX alternatives. Framework should be developed to support the Study's recommendation on those alternatives to advance into environmental review. Based on outputs of other tasks, apply the framework and develop recommendations.

Deliverables:

- Decision framework
- Evaluation and recommendation

2.2 Alternative Refinement

2.2.1 Alternative Design Concepts: Develop alternative technical concepts for tunnel configuration/design, interface, and construction. Develop sketch-level concepts working with Study Team and partners in collaborative/working sessions and through consideration of options, such as those enabled by relaxation of certain previously-assumed constraints. For approximately 1-2 promising alternative concept(s), advance design and technical development to a sufficient level to compare with alternatives from the Project Initiation Report phase.

2.2.2 Existing Alternatives Refinement: Refine design understanding of previously-studied alternatives through further consideration of utility/infrastructure conflicts, tunnel geometry, and ground treatment. This may include focus on key constraints or risks, such as the narrow twin-bore arrangement under 7th Street and low ground cover single bore configuration under Pennsylvania Avenue. This sub-task will be supported by (and coordinated with) other tasks within Task Area 2.

Deliverables:

- Alternative design concept(s) – initial concept design
- Existing alternatives – refined design analysis

2.3 Station Design

Develop station design concepts for integration with PAX alternatives. Includes development of design concepts for tunnel station alternative associated with Alternative A (long tunnel) from the Project Initiation Report. Also includes further development of design for options that require some reconfiguration-in-place of the existing 22nd Street Station, as well as any alternative technical concepts developed through Task 2.2. Task 2.3 will bring station design development to a level sufficient to understand cost and risk at a level comparable to other design development activities of the Study.

Deliverables:

- Station design concept plans

2.4 Project Interfaces

Further develop understanding of project interfaces and provide for technical coordination with

partners in support of a coordinated approach to these interfaces. Advance design and sequencing/phasing approach for: 1) DTX/PAX/Railyards interface; and 2) I-280/PAX interface. Includes coordination with the Caltrain Railyards Business Case process, with TJPA for DTX interface, and Caltrans for state highway infrastructure interface(s).

Deliverables:

- Interface coordination meetings/charrettes
- Interface integration and sequencing approach

2.5 Operational Analysis

Work with Caltrain and CHSRA to refine the operational analysis of PAX construction, cut-over, and operation. As appropriate, operational analysis may include consideration of relationship to 22nd Street Station, future Bayview Station, and DTX/Railyards.

Deliverables:

- Technical Memorandum: Operational Analysis

2.6 Existing Infrastructure Assessment

Conduct further assessment of existing infrastructure upon which viable alternatives are contemplated to rely. Includes Caltrain Tunnels #1 and #2, and, to the extent relevant, could include Caltrans infrastructure and the existing 22nd Street Station. Develop analysis to validate/refine assumed design and construction approach(es). Compile other available information from partner agencies. Provide input to alternative evaluation, including risk, cost, and constructability assessments.

Deliverables:

- Technical Memorandum: Existing Infrastructure Assessment

2.7 Constructability

Refine construction approaches for viable alternatives, with considerations of potential lay-down areas, tunneling method, Right of Way (ROW) considerations, utility works, construction sequence, and constructability issues. Level of analysis and investigation will be developed in support of: 1) recommending alternatives to advance into environmental review; and 2) initial development of technical scope-of-work for design and other technical work to be undertaken during the environmental review.

Deliverables:

- Technical Memorandum(s): Constructability and related analyses

2.8 Cost, Risk, and Schedule

This Task will develop cost, risk, and schedule information for new viable alternatives developed through Task 2.2.1 and update information for other alternatives, based on current project understanding.

2.8.1 Cost Estimate: Refine existing capital cost estimate for PAX alternatives based on design and construction concept plans and other project information.

2.8.2 Risk Management: Further understand project risks relating to each viable alternative. Refine

risk analysis by considering refined design, environmental approach, constructability, interagency engagement, and other Study activities. Conduct risk workshops with Study Team and update risk register.

2.8.3 Refined Schedule: Refine the existing program-level schedule with key milestones for the environmental process, design, ROW, procurement, construction, and commissioning and testing.

Deliverables:

- Capital cost estimate
- Risk register
- Schedule

Task Area 3 – Implementation Strategy

This Task Area includes tasks to support organizational preparation for the environmental phase, as well as work to advance funding and implementation considerations for the project.

Estimated Task Schedule: January 2024 through September 2024.

3.1 Environmental Strategy

Develop a strategy for the environmental clearance phase. Identify what level of review is anticipated for CEQA and NEPA. Prepare initial/high-level analysis to document the expected approach for NEPA/CEQA, including delineation of technical scope, schedule, level of effort, and strategic considerations.

Deliverables:

- Environmental Phase Approach Document

3.2 Governance

Develop high-level approach to multi-agency partnership for the environmental phase. Prepare draft charter and/or outline draft memorandum of understanding (MOU) between involved agencies. Work with partner agencies to develop/review approach.

Deliverables:

- Environmental Phase Governance Approach

3.3 Caltrans Process

Caltrans Approach: Based on anticipated viable alternatives, identify type and timing of Caltrans review process and documentation, if any. Conduct initial engagement with Caltrans staff to support identification of Caltrans process, as appropriate.

Coordinate with Caltrans staff and support Caltrans review processes.

Deliverables:

- Technical Memorandum: Caltrans Approach and Requirements

3.4 Funding and Implementation Strategy

3.4.1 Funding Strategy: Develop a preliminary funding strategy, including identification of potential funding sources, funding eligibility, requirements, timing, and agency responsibilities. Support

funding program monitoring and project information requests from funding agencies. Pursue funding/grant opportunities for the environmental phase.

3.4.2 Implementation Roadmap: Develop an implementation Roadmap to encompass activities identified in Task Area 3, including description of anticipated implementation timeline, expected agreements, and other strategic considerations. Roadmap to be incorporated into final report prepared in Task Area 5.

Deliverables:

- Technical Memorandum: Funding Strategy
- Technical Memorandum: Implementation Roadmap

Task Area 4 – Public and Stakeholder Engagement

This Task Area provides for engagement and coordination with partner agencies and the public.

Estimated Task Schedule: To be determined, based on Engagement Plan.

4.1 Engagement Strategy

Develop a public/stakeholder engagement and outreach plan for the Pre-Environmental Bridging Study phase. Seek input from community affairs staff at partner agencies. Retain consultant support, as needed, to prepare and undertake the outreach plan.

Deliverables:

- Engagement Plan

4.2 Project Information

Develop project information to communicate project status, rationale, benefits, and constraints, to support addressing questions raised by the community, including areas surrounding the project corridor and others affected by the project (e.g., commuters, institutions.)

Deliverables:

- Project Collateral (e.g., fact sheet, presentation materials, etc.)

4.3 Engagement Activities

Conduct outreach and engagement activities, per the public outreach plan.

Deliverables:

- Outreach activities/events

Task Area 5 – Pre-Environmental Report

This Task Area will develop a Study final report summarizing the findings of the technical assessment work based on all the tasks conducted above. The Transportation Authority and the partners will utilize this Pre-Environmental Bridging Study Report as a basis for consideration of decision-making to advance the project into the environmental clearance phase.

Estimated Task Schedule: July 2024 through December 2024.

5.1 Draft Report

Prepare draft final report for Study phase, including documentation and synthesis of Study technical and engagement activities, as well as Study findings.

Deliverables:

- Draft Report

5.2 Final Report

Conduct review of Draft Report with TAG and other key stakeholders. Respond to comments. Prepare final report and Board memoranda. Bring forward Final Report for consideration of acceptance by the Transportation Authority Board. Support other agency Board processes as needed.

Deliverables:

- Final Report

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transbay Terminal / Downtown Caltrain Extension
Current PROP K Request:	\$3,500,000
Supervisory District	District 06

REQUEST

Brief Project Description

The Downtown Rail Extension (DTX) program of projects represents the most significant set of interrelated rail projects under development in San Francisco. This request seeks funds for SFCTA program management oversight and technical support for the FTA Engineering phase and procurement phase of the DTX project, planned to culminate in securing FTA New Starts grant funds of approximately \$3.30 billion by Spring 2025. This request also provides for technical support, coordination, and oversight with the completion of the 4th and King Railyards Business Case.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

District 6

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$3,500,000

Justification for Necessary Amendment

This request includes a cost-neutral Prop K Strategic Plan amendment to advance programming, but not the cash flow reimbursement schedule for \$3,500,000 in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 to allow the Transportation Authority to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Oct-Nov-Dec	2019
Right of Way	Apr-May-Jun	2022	Apr-May-Jun	2025
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2025
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)	Jul-Aug-Sep	2032		
Open for Use			Jul-Aug-Sep	2032
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2033

SCHEDULE DETAILS

DTX schedule information in above table reflects the DTX Master Schedule prepared by TJPA. Master Schedule currently contemplates Progressive Design-Build (PDB) procurement approach for the general civil and tunnel contract package, Construction Manager/General Contractor (CMGC) procurement approach for Station Fit-out and Supporting System and Core Systems and Trackwork contract packages, and Design-Bid-Build (DBB) procurement approach for the enabling works packages for the project. Design Engineering dates in above table reflect development of reference design and preparation of PDB, CMGC, and DBB procurement documents. Dates for advertisement and contract award are for the PDB Contract. DTX schedule dates are subject to funding availability to proceed to successive project phases.

4th and King Railyards in-progress Business Case planning process was initiated in Fall 2021 and is ongoing, with completion of Preliminary Business Case phase planned for first quarter of calendar year 2024.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-105: Transbay Terminal / Downtown Caltrain Extension	\$0	\$3,500,000	\$0	\$3,500,000
Phases In Current Request Total:	\$0	\$3,500,000	\$0	\$3,500,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$3,500,000	\$3,500,000	\$7,000,000
DETAILS IN ATTACHED FUNDING PLAN	\$0	\$0	\$0	\$6,673,000,000
Funding Plan for Entire Project Total:	\$0	\$3,500,000	\$3,500,000	\$6,680,000,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$340,000,000		January 2023 Project Cost Estimate
Design Engineering	\$7,000,000	\$3,500,000	SFCTA Owner's Estimate
Construction	\$6,333,000,000		January 2023 Project Cost Estimate
Operations	\$0		
Total:	\$6,680,000,000	\$3,500,000	

% Complete of Design:	30.0%
As of Date:	01/31/2023
Expected Useful Life:	70 Years

**DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Appropriation Budget
18-Month Period**

Task	Scope	Total Cost	Staff Cost	Consultant Cost
A	DTX Program Management and Engagement	\$769,919	1730	1065
			\$442,694	\$327,225
B	DTX Technical Development Support and Oversight	\$1,599,999	1305	4098
			\$325,099	\$1,274,900
C	SFCTA Work Program Activities	\$629,848	1020	1126
			\$255,598	\$374,250

DTX Contingency	\$300,235
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DTX Subtotal	\$3,300,000
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Task	Scope	Total Cost	Staff Cost	Consultant Cost
D	Railyards Planning Support and Oversight	\$199,985	278	412
			\$71,285	\$128,700

Railyards Subtotal	\$200,000
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GRAND TOTAL	\$3,500,000
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Staff Hours					
\$312	\$303	\$257	\$210	\$231	\$211
Deputy Directors	Rail Program Manager	Director Comms	Principal Planner	Principal Modeler	Senior Engineer
225	505	130	180	250	440
\$68,116	\$153,005	\$33,413	\$37,737	\$57,680	\$92,743
140	360	0	25	0	780
\$46,376	\$109,073	\$0	\$5,241	\$0	\$164,408
140	220	30	200	290	140
\$42,884	\$66,656	\$7,711	\$41,930	\$66,909	\$29,509

Staff Hours					
\$312	\$303	\$257	\$210	\$231	\$211
Deputy Directors	Rail Program Manager	Director Comms	Principal Planner	Principal Modeler	Senior Engineer
28	80	30	20	40	80
\$9,052	\$24,238	\$7,711	\$4,193	\$9,229	\$16,862

**DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Appropriation Budget
18-Month Period**

Task	Scope	Total Cost	Staff Cost	Consultant Cost
A	DTX Program Management and Engagement	\$769,919	1730	1065
			\$442,694	\$327,225
B	DTX Technical Development Support and Oversight	\$1,599,999	1305	4098
			\$325,099	\$1,274,900
C	SFCTA Work Program Activities	\$629,848	1020	1126
			\$255,598	\$374,250

DTX Contingency	\$300,235
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DTX Subtotal	\$3,300,000
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Task	Scope	Total Cost	Staff Cost	Consultant Cost
D	Railyards Planning Support and Oversight	\$199,985	278	412
			\$71,285	\$128,700

Railyards Subtotal	\$200,000
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GRAND TOTAL	\$3,500,000
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Consultant Hours								
\$325	\$300	\$350	\$275	\$325	\$275	\$275	\$350	\$550
Technical Oversight	Program Mgt	Financial	Design	Tunnels	ROW	Cost Estimate	Commercial	Legal
309	756	0	0	0	0	0	0	0
\$100,425	\$226,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1340	720	0	680	680	200	300	100	78
\$435,500	\$216,000	\$0	\$187,000	\$221,000	\$55,000	\$82,500	\$35,000	\$42,900
40	377	709	0	0	0	0	0	0
\$13,000	\$113,100	\$248,150	\$0	\$0	\$0	\$0	\$0	\$0

Consultant Hours								
\$325	\$300	\$350	\$275	\$325	\$275	\$275	\$350	\$550
Technical Oversight	Program Mgt	Financial	Design	Tunnels	ROW	Cost Estimate	Commercial	Legal
120	120	40	40	20	0	40	32	0
\$39,000	\$36,000	\$14,000	\$11,000	\$6,500	\$0	\$11,000	\$11,200	\$0

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$3,500,000	Total PROP K Recommended	\$3,500,000

SGA Project Number:		Name:	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2025
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP K EP-105	\$1,600,000	\$1,900,000	\$3,500,000

Deliverables

1. Quarterly progress reports shall include % complete of the engineering phase and procurement 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. On completion of Task B.1 (estimated by December 2023), provide a presentation to the CAC and Board on progress and oversight of procurement preparation, including design development, procurement model, and project governance.
3. On completion of Task B.2, provide a presentation to the CAC and Board on progress and oversight of the procurement process, including technical assessment, procurement status, and next steps (estimated by Fall 2024 for PDB contract).
4. On Caltrain's completion of the Draft Preliminary Business Case for the 4th and King Railyards (estimated by early 2024), provide a presentation to the CAC and Board on the status of planning and next steps for this project.

Special Conditions

1. The recommended appropriation is contingent upon a cost-neutral Prop K Strategic Plan amendment to advance programming, but not the cash flow reimbursement schedule for \$3,500,000 in the Downtown Extension to a Rebuilt Transbay Terminal category from FY 2023/24 to FY 2022/23 to allow the Transportation Authority to fully allocate Prop K DTX funds prior to the sunset of the Prop K Expenditure Plan on March 31, 2023.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - This Project	99.9%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$3,500,000
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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:

JK

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jesse Koehler	Anna LaForte
Title:	Rail Program Manager	Deputy Director for Policy & Programming
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DTX Rail Program Oversight and Technical Tasks for Engineering and Procurement

The Downtown Rail Extension (DTX) program of projects represents the most significant set of interrelated rail projects under development in San Francisco. The DTX program includes the DTX project (which is environmentally cleared) and other projects earlier in the development lifecycle, including the 4th and King Railyards (Railyards) site and the Pennsylvania Avenue Extension (PAX) project. The DTX project is a local and regional priority project for funding from the Federal Transit Administration (FTA) New Starts Capital Investment Grant (CIG) program. A New Starts grant of approximately \$3.30 billion is planned for the DTX project.

The DTX project is led by the Transbay Joint Powers Authority (TJPA). In April 2020, the SFCTA Board approved the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU). Signatories to the MOU are TJPA, SFCTA, Metropolitan Transportation Commission (MTC), California High-Speed Rail Authority (CHRSA), Peninsula Corridor Joint Powers Board (Caltrain), and City and County of San Francisco (CCSF). The MOU established a governance structure to support TJPA in the development of the DTX project, specifically an Executive Steering Committee (ESC), composed of senior executives from the MOU agencies, supported by an Integrated Program Management Team (IPMT), composed of senior technical staff.

The MOU defines a work program across the six involved agencies, in order to bring the project to ready-for-procurement status. Under the MOU, SFCTA is identified as lead or co-lead agency for multiple work program tasks, including the project delivery strategy, governance review, funding plan, ridership forecasts, and benefits assessment. Following procurement readiness, the project is planned to advance into subsequent stages of procurement, pre-construction, and construction.

In December 2021, the FTA notified TJPA that the DTX project had been admitted into the "Project Development" phase of the CIG process. Since that time, TJPA and DTX partner agencies have continued to advance Project Development activities for the project under the terms of the MOU. In February 2023, the TJPA submitted a request to the FTA to seek entry into the "Engineering" phase of the CIG process, which follows Project Development. Approval of this request by FTA is a prerequisite for seeking CIG funds for the project. The DTX schedule calls for seeking New Starts funds in August 2023. TJPA is targeting execution of the DTX Full Funding Grant Agreement (FFGA) with FTA by Spring 2025.

During the FTA Engineering process, the pace and scope of project activities will intensify, as will associated oversight requirements. The project team will complete procurement readiness work program, including through preparation of bid documents and advancement of the enabling work program. In addition, the project will transition to a multi-agency governance arrangement, to replace the existing MOU and to serve the needs of procurement and construction of the project. During the procurement phase/process, TJPA will lead efforts to

establish pre-construction contracts with a Progressive Design-Build (PDB) team and with one or two Construction Manager/General Contractor (CMGC) teams.

In parallel to the DTX project development process, Caltrain is continuing to advancing planning and business casing for the 4th and King Railyards site, in partnership with the site owner, and in cooperation with the parties to the separate Railyards MOU. The Railyards site area is a critical location for the successful phasing and delivery of the DTX program, including the DTX project's future underground 4th and Townsend Station and the future PAX project. The in-progress business case is developing and evaluating alternative concepts for the future configuration of infrastructure and site development at the Railyards, with a focus on serving transportation needs in the context of the overall rail investment program. Follow-up stages of planning and design for the site are anticipated, in order to advance agreement on the preferred approach to configuration of the site and interfaces with interfacing projects.

This Scope of Work describes SFCTA activities for:

- The DTX project, in support of the FTA Engineering phase and procurement phase of the project, through approximately the planned date of FFGA execution in Spring 2025 (Tasks A, B, and C); and
- The 4th and King Railyards, for completion of the Business Case phase (Task D).

The next phase of project-specific planning and development activities for PAX is reflected in a separate scope of work.

Scope of Work

Task A: DTX Program Management and Engagement

This Task provides for SFCTA program management, coordination, and engagement activities, including management of SFCTA-led tasks and participation in the current governance and any successor governance structure and for the DTX project, during the period of FTA Engineering and Project Procurement. This scope of work assumes an approximately 18-month period of activity for these two overlapping phases of work.

1. **Project Governance:** Participation in regular IPMT and ESC meetings (and their successor bodies). Technical and decision support to the DTX Project Director, ESC Chair, and ESC Vice Chair. Participation in TJPA Board and SFCTA Board meetings and processes.
2. **SFCTA Work Program Management:** Management and coordination of SFCTA-led (and co-led) tasks, per the current MOU and successor MOU. Management and oversight of consultants retained to undertake SFCTA-led tasks.

3. **Project Advocacy and Engagement:** Advocacy for the project with decision-makers and all levels of government, including regional, state, and federal agencies. Support for and participation in funding advocacy activities.
4. **Communications and Outreach:** Support for public affairs activities for the project, as led by TJPA. Includes review of communications materials, participation in strategy development, and support for public affairs activities, including stakeholder engagement and public outreach.
5. **FTA Review Process:** Participation in and support for the FTA Project Management Oversight (PMO) process.

Deliverables:

- A1 -- Monthly Progress Reports
- A2 -- Periodic Reports to SFCTA Community Advisory Committee (CAC) and Board

Task B: DTX Technical Development Support and Oversight

This Task provides for SFCTA involvement in and oversight of engineering and procurement activities led by other agencies, primarily TJPA. As part of the engineering and procurement process, TJPA will prepare bid documents and lead a procurement process for the project. In addition, TJPA will advance design and procurement of the enabling program, including right-of-way (ROW), utilities, demolition, and site preparation. TJPA will also lead ongoing risk management and change management activities. and with CCSF agencies with an interest in the project.

1. **Design and Bid Document Development:** Participation in, and oversight of, development of the design and bid documents for the project. Review of design deliverables and procurement documents, including for PDB, CMGC, and enabling program. Participation in design reviews, constructability assessments, and value engineering. Regular meetings with TJPA and its General Engineering Consultant (GEC).
2. **Procurement Process:** Participation in and support to procurement process. Participation in procurement technical committees and review processes.
3. **Right of Way:** Technical support and oversight to ROW acquisition activities led by TJPA.
4. **Enabling Program:** Participation in, and oversight of, development of the enabling program. Review of enabling works package, including public and private utility relocation and demolition.
5. **Risk, Change, and Configuration Management:** Participation in the project risk, change, and configuration management processes. Review and oversight of risk and change deliverables.

Deliverables:

- B1 -- Design review/oversight

- B2 -- Procurement documents review/oversight
- B3 -- Enabling program deliverables review/oversight

Task C: SFCA Work Program Activities

This Task includes tasks to be led or co-led by SFCTA, including expected future SFCTA roles consistent with the existing MOU and anticipated project needs. This Task will include technical development by SFCTA staff and consultants. This Task also provides for technical coordination with related/interfacing projects.

- 1. Capital Funding Plan:** During the FTA Project Development process, SFCTA and TJPA developed the initial capital funding plan through a collaborative process with the MOU agencies and funding partners. During the FTA engineering process and in advance of FFGA, SFCTA and TJPA will continue to finalize the capital funding plan through working collaboratively with MOU agencies and funding partners. This task provides for SFCTA engagement and involvement in the ongoing development of the 20-year financial plan, working with TJPA and Caltrain.
- 2. Operations and Maintenance (O&M) Funding Approach:** SFCTA, TJPA, and Caltrain have developed an initial O&M funding approach, as part of the FTA Project Development Process. During the FTA engineering process, the agencies will continue to advance the O&M funding approach, in order to meet FTA requirements.
- 3. Ridership and Benefits:** During the FTA project development process, SFCTA developed an initial ridership forecast for the project, in coordination with TJPA, Caltrain, and FTA. In advance of FTA, SFCTA will continue to provide technical support to ridership forecasting and benefits assessment, in order to meet FTA requirements.
- 4. Related Project Interface:** Support for technical coordination with interfacing projects, such as the Link21 New Transbay Rail Crossing Initiatives led by BART and Capitol Corridor.

Deliverables:

- C1 -- Capital Funding Plan
- C2 -- O&M Funding Approach
- C3 -- Updated Ridership Forecasts (as required)

Task D: 4th and King Railyards Business Case Oversight and Support

This Task provides for technical support, coordination, and oversight with completion of the 4th and King Railyards Business Case and the immediate next phase of planning/design for the site. The Business Case process is currently in the “preliminary” business case (PBC) phase, and is being led by Caltrain and the site owner, in cooperation with parties to the Railyards

MOU. Task D provides for approximately 18 months of SFCTA participation in Railyards planning, anticipated to extend beyond the PBC phase into the immediate next phase of planning and design.

1. **Management and Engagement:** Participate in the Railyards planning and business casing process, including working groups and technical reviews. Facilitation and support of executive decision-making and project strategy. Coordination with CCSF agencies and TJPA.
2. **Technical Planning Support and Oversight:** Provide technical planning support to Railyards planning and business casing, including ridership forecasting and other needs. Provide technical review and oversight of deliverables from the business case process. Advise on technical constraints and opportunities. Develop technical and strategic recommendations on behalf of San Francisco.

Deliverables:

- D1 -- Railyards business case technical deliverables review/oversight
- D2 -- Railyards planning inputs



RESOLUTION ALLOCATING \$10,000,000 IN PROP K FUNDS, WITH CONDITIONS, FOR DOWNTOWN RAIL EXTENSION ENGINEERING DEVELOPMENT AND PROCUREMENT PREPARATION AND APPROPRIATING \$3,500,000 IN PROP K FUNDS, WITH CONDITIONS, FOR DOWNTOWN RAIL EXTENSION RAIL PROGRAM OVERSIGHT AND TECHNICAL TASKS FOR ENGINEERING AND PROCUREMENT AND \$2,500,000 IN PROP K FUNDS FOR PENNSYLVANIA AVENUE EXTENSION PRE-ENVIRONMENTAL BRIDGING STUDY

WHEREAS, the Downtown Rail Extension program of projects represents the most significant set of interrelated rail projects under development in San Francisco and includes the Downtown Rail Extension project (DTX), the Fourth and King Railyards project, and the Pennsylvania Avenue Extension project (PAX); and

WHEREAS, The DTX will bring Caltrain and future California High-Speed Rail to the Salesforce Transit Center in downtown San Francisco; and

WHEREAS, In April 2020, through approval of Resolution 20-48, the Transportation Authority Board authorized the execution of the San Francisco Peninsula Rail Program Memorandum of Understanding (Peninsula Rail MOU) between the Transportation Authority and the Transbay Joint Powers Authority (TJPA), Metropolitan Transportation Commission (MTC), California High-Speed Rail Authority, Peninsula Corridor Joint Powers Board, and City and County of San Francisco, to establish an organizational structure to support the efforts of the TJPA in the development of the DTX to ready-for-procurement status; and

WHEREAS, Under the terms of the Peninsula Rail MOU, the Transportation Authority and MTC are preparing recommendations for governance of the DTX project for its procurement and construction phases, with these recommendations to be brought forward to the Peninsula Rail MOU Executive Steering Committee (ESC) for consideration and advancement to the TJPA Board for its consideration; and

WHEREAS, The PAX project will grade-separate existing Caltrain and future California High-Speed Rail service from local vehicular and pedestrian traffic at Mission Bay Drive and 16th Street, removing barriers between the Mission Bay and Potrero Hill neighborhoods and connecting to the DTX at the future Fourth and Townsend Station; and

WHEREAS, The Transportation Authority completed the PAX Project Initiation Study, which developed and evaluated an initial set of potential design options for the PAX project,



and, in July 2022, through approval of Resolution 23-05, the Transportation Authority Board accepted the PAX Project Initiation Report, which documented the technical work of the Project Initiation Study and recommended that additional analysis and engagement be undertaken to prepare the project for environmental review; and

WHEREAS, Transportation Authority has received three requests for a total of \$16,000,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the DTX to a Rebuilt Transbay Terminal category of the Prop K Expenditure Plan and will provide funding to the TJPA for DTX Engineering Development and Procurement Preparation, to the Transportation Authority for DTX Program Oversight and Technical Tasks for Engineering and Procurement, and to the Transportation Authority for the PAX Pre-Environmental Bridging Study; 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, After reviewing the requests, Transportation Authority staff recommended allocating \$10,000,000, with conditions, and appropriating \$6,000,000, with conditions, in Prop K Sales Tax funds for the three requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation and appropriation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed actions; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance programming, but not the cash flow reimbursement schedule, for \$10,500,000 in the DTX to a Rebuilt Transbay Terminal category from Fiscal Year 2023/24 to Fiscal Year 2022/23, with no impact on financing costs in the Strategic Plan; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$10,000,000 and appropriates \$6,000,000 in Prop K funds for the three subject requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further



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

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of the allocation of \$10,000,000 in Prop K funds to TJPA for DTX Engineering Development and Procurement Preparation, TJPA staff shall make a future presentation to the Transportation Authority Board regarding the recommendations of the Governance Study Blueprint (anticipated to be completed in Spring 2023) and regarding the planned approach to project governance during DTX procurement and construction; and be it further

RESOLVED, That release of \$4,687,100 of the \$10,000,000 in Prop K funds allocated to TJPA is subject to future action by the Transportation Authority Board, following presentation by TJPA staff regarding DTX governance during procurement and construction; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.



Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries - FY 2022/23
5. Allocation Request Forms (3)



Memorandum

AGENDA ITEM 8

DATE: February 23, 2023

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 03/14/23 Board Meeting: Award a Construction Contract to Golden State Bridge/Obayashi Joint Venture in an Amount not to Exceed \$84,399,951 and Authorize an Additional Construction Allotment of \$15,188,818; Approve a Contract Amendment with WMH Corporation in the Amount of \$2,470,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$5,940,382; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Westside Bridges Seismic Retrofit Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Authorize the Executive Director to Award a construction contract to the Construction Manager/General Contractor (CM/GC), Golden State Bridge/Obayashi Joint Venture (GSB/Obayashi JV) in an amount not to exceed \$84,399,951 for the Westside Bridges Seismic Retrofit Project (Project) • Authorize an additional construction allotment of \$15,188,818 for the Project • Approve a contract amendment with WMH Corporation (WMH) to increase the contract by \$2,470,000, to a revised not to exceed amount of \$17,770,000, to perform design services during construction for the Project • Approve a contract amendment with WSP USA, Inc. (WSP) to increase the contract by \$5,991,292, to a revised not to exceed amount of \$11,491,292, to perform construction management services for the Project • Authorize the Executive Director to negotiate and modify contract payment terms and non-material terms and conditions • Authorize the Executive Director to execute all other related supporting and supplemental agreements for the Project 	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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SUMMARY

As the project sponsor for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project (Project), we will be administering construction work for the Project. The Project has significant complex technical and topographic construction challenges, and as a result in March 2018, and as authorized by Assembly Bill (AB) 2374, the Board approved the use of the Construction Manager/General Contractor (CM/GC) project delivery method. In October 2018, through Resolution 19-17, the Board awarded a professional services contract to GSB/Obayashi JV to provide the CM/GC preconstruction services for the Project. As authorized under the CM/GC delivery method, we have reached an agreement on an Agreed Price with GSB/Obayashi JV and are seeking Board approval to award a construction contract to GSB/Obayashi JV in the agreed upon amount. Additionally, contract amendments with WMH and WSP have been negotiated to complete design services during construction and construction management services for the construction phase, respectively. Execution of proposed contracts and contract amendments are contingent upon the obligation of the remaining federal and state grants to fully fund the \$115,900,288 construction phase for the Project (Attachment 1).

BACKGROUND

We are leading the Westside Bridges Seismic Retrofit Project (Project) on behalf of the Treasure Island Development Authority (TIDA). The Project will replace seven seismically deficient bridges and retrofit one bridge with a realigned roadway and retaining walls, a Class II bicycle facility, and a transit-only access on-ramp. This project will be challenging to implement, given its unique location along the western edge of Yerba Buena Island along steep terrain on the hillside overlooking the San Francisco Bay. In addition to the challenging location, the project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay). As such, the Project is being delivered using the CM/GC delivery method, as authorized by AB 2374 and approved by the Board in March 2018 through Resolution 18-42.

In October 2018, through Resolution 19-17, we awarded a professional services contract to GSB/Obayashi JV to provide the CM/GC preconstruction services for the Project. Under the CM/GC project delivery method, we have engaged GSB/Obayashi JV, a construction contractor, during the project design process to act in an advisory role and to provide



valuable preconstruction input during design with the goal of lowering overall construction time and construction risks. GSB/Obayashi JV provided constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations. The Request for Qualifications issued in July 2018 required the selected Contractor to prepare and submit an Agreed Price for the labor, equipment, and materials that will be required to construct the project based on the design process, plans, specifications, and estimate packages of the Project. If the Agreed Price is accepted by the Transportation Authority, a construction contract will be issued to the Contractor after the completion of the preconstruction phase so that construction of the project can begin. As authorized by AB 2374 under the CM/GC delivery method and in accordance with our CM/GC Procedures, we have reached an agreement with GSB/Obayashi JV on an Agreed Price near the completion of the Final Design of the Project, and now we are seeking Board approval to authorize the Executive Director to award a construction contract to GSB/Obayashi JV.

The projected construction phase cost, totaling \$115,900,288, is funded with federal Highway Bridge Program and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds, state Proposition 1B and Local Partnership Program funds, and local TIDA, Bay Area Toll Authority, Prop K sales tax funds approved through Resolution 23-22, and a federal earmark. We are pleased to report that the Project secured a significant amount of funding in the last two months, consistent with the full funding plan we presented to the Board last year. We anticipate obligation of remaining federal and state grant funds by the end of March or early April 2023 to support commencement of the Project's construction phase. The Project's construction phase funding plan is included as Attachment 1. The Project schedule anticipates beginning construction in summer 2023 and completion by the end of calendar year 2026.

DISCUSSION

CM/GC Construction Contract Negotiations and Oversight. With the CM/GC Project Delivery Method, three estimating teams are used, the CM/GC (GSB/Obayashi JV), Armeni Consulting Services (Independent Cost Estimator), and HDR Engineering (Engineering Estimator). Armeni Consulting Services and HDR Engineering are sub-consultants under WSP's contract for construction management services. The Independent Cost Estimator estimates are not disclosed to the CM/GC. Each estimating team independently prepares a contractor-style, production-based, cost estimate that was based on the construction plans and specifications developed by the Design Engineering Team at the 30%, 60% and 100% design milestone. The estimates are referred to as an Opinion of Probable Construction Cost (OPCC). The three estimating teams are utilized in the CM/GC process to ensure the CM/GC estimate is reasonable and Caltrans headquarters and Federal Highway Administration staff participated in the OPCC process as well.



Final Price Reconciliation Meeting. At the 100% OPCC milestone, a Final Price Reconciliation Meeting was held. Following the submission of the estimates, Transportation Authority staff and project management consultants, the Design Engineering Team (WMH), GSB/Obayashi JV, the Independent Cost Estimator and the Engineering Estimator attended Price Reconciliation Meetings. Consistent with the Transportation Authority CM/GC Procedures, at the conclusion of Quantity and Price Reconciliation processes, we found the Contactor cost of \$84,399,951 is within the available Project budget and is within 2.7% of the Transportation Authority estimator and Independent Cost Estimator cost estimates, a reasonable threshold. A detailed bid item list is included in Attachment 2.

Consistent with Caltrans' practice for CM/GC preconstruction services, we did not establish a Disadvantaged Business Enterprise (DBE) goal for GSB/Obayashi JV for this phase of work. The construction contract established an 11% DBE Goal. During the CM/GC OPCC process, GSB/Obayashi JV developed a DBE performance plan which addressed the manner in which the CM/GC intended to meet the DBE goals and requirements, as well as address monitoring and reporting requirements during construction. GSB/Obayashi JV exceeded the contract goal of 11% and has committed to a 12.94% DBE utilization.

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, 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 \$6,722,777 for supplemental funds and agency furnished materials as well as finance costs. A list of supplemental work items, agency furnished materials and finance costs are included in Attachment 3. We also established an additional contingency of \$8,466,041, or 9.5% of total anticipated construction costs. The Project will fund 23 trainees, in accordance with the Federal Training Program requirements, with contingency funds. The additional construction allotment is \$15,188,818. Funding is programmed to cover this allotment and we are working on final obligation of those funds.

WMH Contract Amendment. In December 2010 through Resolution 11-28, we awarded a two-year contract in the amount of \$1,600,000 to WMH for engineering and environmental services to produce the necessary documentation to prepare the Seismic Strategy Reports, environmental documentation, and preliminary design for the YBI Westside Bridges Project. The original Request for Qualifications for engineering and environmental services stated that the Project was envisioned as a three-phase effort and included the option to amend the contract for Phase 2 (environmental) and Phase 3 (final design efforts, including design services during construction) based on adequate funding and satisfactory performance. From February 2012 through October 2018, we increased the contract with WMH by \$13,700,000 (Resolution 12-34, Resolution 15-18, Resolution 19-17) to conduct Phase 2 and 3 services



(environmental, preliminary engineering and final design) for the project, including a re-scoping of the project as a result of Caltrans' changes to the project funding plan.

Concurrent with the recommendation to award a contract for the CM/GC construction contract, we are seeking approval to amend the WMH contract to provide Phase 3 final design services during construction for the Project. The proposed amendment to the WMH contract would increase the existing contract amount by \$2,470,000, to a total amount not to exceed \$17,770,000, and extend the contract through December 31, 2026. The proposed contract amendment scope of services is included as Attachment 4.

To date, WMH has exceeded its 12% DBE goal and maintained 14.9% DBE participation from five sub-consultants: women-owned firms ABA, David J. Powers and Associates Inc. and Haygood & Associates Landscape Architects; and Asian Pacific-owned firms, Earth Mechanics, Inc., CVS & Associates, Inc., MGE Engineering, Inc. and Y&C Transportation Consultants. ABA is also based in San Francisco.

WSP Contract Amendment. In July 2017, we awarded a four-year professional services contract to WSP in an amount not to exceed \$5,500,000 for construction management services for the Project. The construction management contract consists of a three-phase effort with Phase 1 consisting of pre-construction services; Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services. The original overall WSP contract duration for Phase 1, 2, and 3 services was anticipated to be completed in 46 months, with Phase 1 lasting 23 months, Phase 2 lasting 20 months, and Phase 3 lasting 3 months. Concurrent with the recommendation to award a contract for the CM/GC construction contract, we are seeking approval to amend the WSP contract to provide construction management services for the Project.

To date, WSP has been authorized to work on Phase 1, pre-construction services only. Phase 1 services started in April of 2018 and was expected to be completed in March 2020, but the duration for providing services been extended to December 2022, duration increasing to 57 months due to a re-scoping of the project as a result of Caltrans' changes to the project funding plan. WSP's original Phase 1 budget was \$753,020 and with the increased duration and activities discussed below, the budget for WSP Phase 1 preconstruction services was increased to \$1,332,994. During the term of the Phase 1 preconstruction services, WSP provided additional pre-construction support for cost estimating services, construction sequencing analysis, risk analysis and scheduling, and RAISE Grant application support. WSP has also provided coordination activities with TIDA/YBI Developer, Right-of-Way and utility support, and project management support activities.

With respect to Phase 2 and Phase 3, during the design process, due to the construction complexity, along with geotechnical and topographically challenges, it was determined the duration of construction has increased from 20 months to 44 months. Also, the RAISE Grant requires performance measure reporting for three years after construction completion.



Accordingly, WSP's original Phase 2/Phase 3 budget is increasing from \$4,746,980 to \$10,158,298.

The overall proposed amendment to the WSP contract would increase the existing contract amount by \$5,991,292 in order to complete Phase 2 and 3 tasks with construction and closeout schedule now determined, to a total amount not to exceed \$11,491,292, and extend the contract through December 31, 2029. The proposed contract amendment scope of services is included as Attachment 5.

WSP construction management services contract had an established DBE goal of 10.2% DBE participation. With this amendment, WSP will exceed the DBE goal with an estimated 13.07% participation. DBE participation will be utilized from four sub-consultants: San Francisco-based and African American-owned firms, BioMaAs, Inc. and Transamerican Engineers & Associates; Asian-Pacific American and female-owned firm, Inspection Services, Inc.; and female-owned firm, KL Bartlett Consulting.

Budget. The overall Project Construction Phase Budget of \$115,900,288 is shown on the following table:

Project Construction Phase Budget

Budget Item	Budget Amount
Base Construction Contract	\$ 84,399,951
Additional Construction Allotment	\$ 15,188,818
Construction Engineering	\$ 16,311,519
Total Construction Budget	\$ 115,900,288

Schedule. The Project schedule is projected as follows:

- Award Construction Contract - March 2023
- Execute Construction Contract - April 2023
- Issue Notice to Proceed (NTP) to Contractor - May 2023
- Forest Road Detour Opened to Traffic - June 2023
- Construction Completion - December 2026
- Performance Measurement Reporting Completed - December 2029

Risks. There are several items/projects that need to be completed before the Project construction contract can be awarded and construction can start. The obligation of the remaining federal and state grants to fully fund the \$115,900,288 construction phase is required before we can award the Project construction contract. The obligation of these funds is expected in late March or early April 2023. In addition, before construction can start the Forest Road Detour needs to be completed, the Department of Public Works needs to issue a construction permit, and the Southgate Road Realignment Project needs to be



opened to traffic. The project team anticipates receiving the SF Public Works construction permit in March 2023 and to open the Southgate Road Realignment Project to traffic in April 2023. The Forest Road Detour is being constructed by the YBI Developer and is expected to be completed in late May 2023.

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by the various federal, state and local funding sources, including Prop K, discussed above and listed in Attachment 1. Execution of the proposed contracts and contract amendments are contingent upon the obligation of federal Highway Bridge Program and RAISE funding, as well as state Proposition 1B funding from Caltrans, anticipated to be received by March 2023. Work will not commence until funding is obligated. In addition, we estimated \$1,915,000 in financing costs for the construction phase of the Project due to the advancement of Prop K funds to pay for Project costs. Interest will accrue on all outstanding unreimbursed Project costs until we receive reimbursements from the various funding sources noted above, which will be covered by TIDA and/or Prop K appropriation. The first year's activities will be included in the Fiscal Year 2022/23 budget amendment, and sufficient funds will be included in future budgets to cover the remaining cost of the contracts.

CAC POSITION

The CAC considered this item at its February 22, 2023 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Westside Bridges Seismic Retrofit Project Construction Phase Funding Plan
- Attachment 2 - Westside Bridges Seismic Retrofit Project Construction Bid Item List
- Attachment 3 - Supplemental Work Items/Agency Furnished Materials/Finance Costs - Budgeted Costs
- Attachment 4 - Scope of Services for WMH Contract Amendment
- Attachment 5 - Scope of Services for WSP Contract Amendment
- Attachment 6 - Resolution

Attachment 1
West Side Bridges Construction Phase Funding Plan

Construction Phase Funding	Amount
Federal Highway Bridge Program	\$ 59,135,737
State Prop 1B Local Bridge Seismic	\$ 7,104,551
Federal RAISE grant	\$ 18,000,000
Bay Area Toll Authority	\$ 2,000,000
San Francisco share SB 1 Local Partnership Program Formula funds	\$ 4,056,000
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	\$ 5,000,000
Treasure Island Development Authority	\$ 3,505,000
Prop K (via OBAG fund exchange)	\$ 14,899,000
Federal Earmark	\$ 2,200,000
Total funding	\$ 115,900,288

ATTACHMENT 2
YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT
BID ITEM LIST
Golden State Bridge/Obayashi Joint Venture

Item No	Item Description	Units	Quantity	Unit Price	Item Total
1	LEAD COMPLIANCE PLAN	LS	1	\$ 17,000.00	\$ 17,000.00
2	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$ 7,500.00	\$ 7,500.00
3	DEVELOP WATER SUPPLY	LS	1	\$ 110,000.00	\$ 110,000.00
4	CONSTRUCTION AREA SIGNS	LS	1	\$ 40,000.00	\$ 40,000.00
5	TRAFFIC CONTROL SYSTEM	LS	1	\$ 897,190.00	\$ 897,190.00
6	TYPE III BARRICADE	EA	12	\$ 125.00	\$ 1,500.00
7	TEMPORARY TRAFFIC STRIPE (PAINT)	LF	—	\$ —	\$ —
8	PLASTIC TRAFFIC DRUMS	EA	—	\$ —	\$ —
9	TEMPORARY PAVEMENT MARKER	EA	—	\$ —	\$ —
10	PORTABLE CHANGEABLE MESSAGE SIGN (EA)	EA	2	\$ 30,000.00	\$ 60,000.00
11	TEMPORARY RAILING (TYPE K)	LF	500	\$ 150.00	\$ 75,000.00
12	TEMPORARY ALTERNATIVE CRASH CUSHION	EA	2	\$ 5,300.00	\$ 10,600.00
13	JOB SITE MANAGEMENT	LS	1	\$ 675,000.00	\$ 675,000.00
14	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$ 10,000.00	\$ 10,000.00
15	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	4	\$ 815.00	\$ 3,260.00
16	TEMPORARY HYDRULIC MULCH (BONDED FIBER MATRIX)	SQYD	80400	\$ 1.90	\$ 152,760.00
17	TEMPORARY DRAINAGE INLET PROTECTION	EA	17	\$ 390.00	\$ 6,630.00
18	TEMPORARY FIBER ROLL	LF	5350	\$ 7.50	\$ 40,125.00
19	TEMPORARY REINFORCED SILT FENCE	LF	1810	\$ 20.00	\$ 36,200.00
20	TEMPORARY CONSTRUCTION ENTRANCE	EA	4	\$ 12,500.00	\$ 50,000.00
21	STREET SWEEPING	LS	1	\$ 950,000.00	\$ 950,000.00
22	TEMPORARY CONCRETE WASHOUT	LS	1	\$ 83,000.00	\$ 83,000.00
23	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	2218	\$ 6.10	\$ 13,529.80
24	TREATED WOOD WASTE	LB	75000	\$ 0.30	\$ 22,500.00
25	CONTRACTOR-SUPPLIED BIOLOGIST	DAYS	168	\$ 1,570.00	\$ 263,760.00
26	VIBRATION MONITORING	LS	1	\$ 210,000.00	\$ 210,000.00
27	CLEARING AND GRUBBING (LS)	LS	1	\$ 62,000.00	\$ 62,000.00
28	ROADWAY EXCAVATION	CY	15158	\$ 95.00	\$ 1,440,010.00
29	ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD)	CY	2190	\$ 430.00	\$ 941,700.00
30	STRUCTURE EXCAVATION (BRIDGE)	CY	5684	\$ 68.00	\$ 386,512.00
31	STRUCTURE EXCAVATION (RETAINING WALL)	CY	9948	\$ 491.00	\$ 4,884,468.00
32	STRUCTURE BACKFILL (BRIDGE)	CY	910	\$ 750.00	\$ 682,500.00
33	STRUCTURE BACKFILL (RETAINING WALL)	CY	8921	\$ 230.00	\$ 2,051,830.00
34	LIGHTWEIGHT BACKFILL MATERIAL (CELLULAR CONCRETE)	CY	—	\$ —	\$ —
35	SUBGRADE ENHANCEMENT GEOTEXTILE	SY	50	\$ 20.00	\$ 1,000.00
36	CONCRETE BACKFILL (SOLDIER PILE WALL)	CY	672	\$ 942.00	\$ 633,024.00
37	LEAN CONCRETE BACKFILL	CY	130	\$ 942.00	\$ 122,460.00
38	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	2	\$ 815.00	\$ 1,630.00
39	ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	60300	\$ 0.82	\$ 49,446.00
40	EROSION CONTROL (WIRE MESH BLANKET)	SQFT	36900	\$ 21.50	\$ 793,350.00
41	HYDROMULCH	SQFT	60300	\$ 0.12	\$ 7,236.00
42	FIBER ROLLS	LF	6275	\$ 5.00	\$ 31,375.00
43	STRAW	SQFT	60300	\$ 0.20	\$ 12,060.00
44	HYDROSEED	SQFT	60300	\$ 0.20	\$ 12,060.00
45	COMPOST (CY)	CY	70	\$ 335.00	\$ 23,450.00
46	PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	1	\$ 78,000.00	\$ 78,000.00

ATTACHMENT 2
YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT
BID ITEM LIST
Golden State Bridge/Obayashi Joint Venture

Item No	Item Description	Units	Quantity	Unit Price	Item Total
47	CONCRETE BASE	CY	2103	\$ 600.00	\$ 1,261,800.00
48	SLURRY SEAL	TON	—	—	—
49	HOT MIX ASPHALT (TYPE A)	TON	2680	\$ 230.00	\$ 616,400.00
50	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	304	\$ 95.00	\$ 28,880.00
51	GROUND ANCHOR (TIEBACK)	EA	251	\$ 20,000.00	\$ 5,020,000.00
52	GROUND ANCHOR (SUBHORIZONTAL)	EA	117	\$ 20,000.00	\$ 2,340,000.00
53	SOIL NAIL	LF	11616	\$ 145.00	\$ 1,684,320.00
54	STEEL SOLDIER PILE (W 14 x 68)	LF	655	\$ 135.00	\$ 88,425.00
55	STEEL SOLDIER PILE (W 14 x 90)	LF	1510	\$ 168.00	\$ 253,680.00
56	STEEL SOLDIER PILE (W 14 x 132)	LF	1045	\$ 208.00	\$ 217,360.00
57	STEEL SOLDIER PILE (W 14 x 159)	LF	140	\$ 263.00	\$ 36,820.00
58	STEEL SOLDIER PILE (HP 14 x 89)	LF	3145	\$ 260.00	\$ 817,700.00
59	24" DRILLED HOLE	LF	555	\$ 150.00	\$ 83,250.00
60	30" DRILLED HOLE	LF	4289	\$ 161.00	\$ 690,529.00
61	PERMANENT STEEL CASING (36" X 3/4")	LF	1178	\$ 500.00	\$ 589,000.00
62	PERMANENT STEEL CASING (36" X 1")	LF	2480	\$ 700.00	\$ 1,736,000.00
63	30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	451	\$ 368.00	\$ 165,968.00
64	36" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	6374	\$ 355.00	\$ 2,262,770.00
65	30" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET)	LF	352	\$ 366.00	\$ 128,832.00
66	36" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET)	LF	2421	\$ 355.00	\$ 859,455.00
67	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	77	\$ 1,500.00	\$ 115,500.00
68	STRUCTURAL CONCRETE (BRIDGE)	CY	2385	\$ 2,600.00	\$ 6,201,000.00
69	STRUCTURAL CONCRETE (RETAINING WALL)	CY	3093	\$ 2,600.00	\$ 8,041,800.00
70	STRUCTURAL CONCRETE, RETAINING WALL-WALER	CY	195	\$ 6,500.00	\$ 1,267,500.00
71	STRUCTURAL CONCRETE (BARRIER SLAB)	CY	385	\$ 3,000.00	\$ 1,155,000.00
72	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N (30))	CY	80	\$ 1,650.00	\$ 132,000.00
73	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	31	\$ 6,315.00	\$ 195,765.00
74	MINOR CONCRETE (DRAINAGE CHANNEL)	CY	63	\$ 3,250.00	\$ 204,750.00
75	ARCHITECTURAL TREATMENT	SQFT	19659	\$ 48.00	\$ 943,632.00
76	DRILL & BOND DOWEL	LF	487	\$ 80.00	\$ 38,960.00
77	DRILL AND BOND (CHEMICAL ADHESIVE)	LF	134	\$ 90.00	\$ 12,060.00
78	JOINT SEAL (MR 2")	LF	51	\$ 475.00	\$ 24,225.00
79	BAR REINFORCING STEEL (BARRIER SLAB)	LB	49141	\$ 1.70	\$ 83,539.70
80	BAR REINFORCING STEEL (BRIDGE)	LB	617801	\$ 1.50	\$ 926,701.50
81	BAR REINFORCING STEEL (RETAINING WALL)	LB	660429	\$ 1.90	\$ 1,254,815.10
82	BAR REINFORCING STEEL (RETAINING WALL)-WHALER	LB	94500	\$ 1.80	\$ 170,100.00
83	BAR REINFORCING STEEL (CIDH CONCRETE PILING)	LB	828917	\$ 1.70	\$ 1,409,158.90
84	BAR REINFORCING STEEL (RETAINING WALL)-SHOTCRETE	LB	45500	\$ 2.30	\$ 104,650.00
85	STRUCTURAL SHOTCRETE	CY	1988	\$ 1,675.00	\$ 3,329,900.00
86	STRUCTURAL STEEL (BRIDGE)	LB	5003	\$ 40.00	\$ 200,120.00
87	FURNISH SIGN STRUCTURE (TRUSS)	LB	—	—	—
88	INSTALL SIGN STRUCTURE (TRUSS)	LB	—	—	—
89	TIMBER LAGGING	MFBM	87	\$ 8,205.00	\$ 713,835.00
90	CLEAN AND PAINT STRUCTURAL STEEL	LS	1	\$ 32,500.00	\$ 32,500.00
91	CLEAN AND PAINT STRUCTURAL STEEL (EXISTING BRIDGE)	LS	1	\$ 32,500.00	\$ 32,500.00
92	SPOT BLAST CLEAN	LS	1	\$ 63,000.00	\$ 63,000.00
93	BRIDGE REMOVAL (PORTION)	LS	1	\$ 550,000.00	\$ 550,000.00

ATTACHMENT 2
YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT
BID ITEM LIST
Golden State Bridge/Obayashi Joint Venture

Item No	Item Description	Units	Quantity	Unit Price	Item Total
94	REMOVE RETAINING WALL (LF)	LF	1179	\$ 475.00	\$ 560,025.00
95	REMOVE RETAINING WALL (ABUTMENT) (LF)	LF	95	\$ 445.00	\$ 42,275.00
96	REMOVE CAP BEAM	LF	80	\$ 1,600.00	\$ 128,000.00
97	REMOVE CRIB WALL	LF	145	\$ 375.00	\$ 54,375.00
98	REMOVE RETAINING WALL (PORTION) (LF)	LF	60	\$ 255.00	\$ 15,300.00
99	REMOVE TREE	EA	—	—	—
100	REMOVE STRUCTURE (BRIDGE No. 2)	LS	1	\$ 1,940,000.00	\$ 1,940,000.00
101	REMOVE STRUCTURE (BRIDGE No. 3)	LS	1	\$ 810,000.00	\$ 810,000.00
102	REMOVE STRUCTURE (BRIDGE No. 4)	LS	1	\$ 660,000.00	\$ 660,000.00
103	REMOVE STRUCTURE (BRIDGE No. 5)	LS	1	\$ 214,000.00	\$ 214,000.00
104	REMOVE STRUCTURE (BRIDGE No. 6)	LS	1	\$ 195,000.00	\$ 195,000.00
105	REMOVE STRUCTURE (BRIDGE No. 7A)	LS	1	\$ 110,000.00	\$ 110,000.00
106	REMOVE STRUCTURE (BRIDGE No. 7B)	LS	1	\$ 210,000.00	\$ 210,000.00
107	REMOVE STRUCTURE (BRIDGE No. 8)	LS	1	\$ 367,000.00	\$ 367,000.00
108	COMPOSITE COLUMN CASINGS	SQFT	448	\$ 200.00	\$ 89,600.00
109	8" PLASTIC PIPE	LF	101	\$ 205.00	\$ 20,705.00
110	IMPORTED BIOFILTRATION SOIL	CY	—	—	—
111	12" PLASTIC PIPE	LF	326	\$ 152.00	\$ 49,552.00
112	18" PLASTIC PIPE	LF	2213	\$ 167.00	\$ 369,571.00
113	6" PERFORATED PLASTIC PIPE UNDERDRAIN	LF	—	—	—
114	CLASS 3 PERMEABLE MATERIAL (BLANKET)	CY	—	—	—
115	GEOMEMBRANE (WATER BARRIER)	SQYD	—	—	—
116	DRAINAGE INLET MARKER	EA	20	\$ 48.00	\$ 960.00
117	GRATED LINE DRAIN	LF	49	\$ 785.00	\$ 38,465.00
118	12" ALTERNATIVE FLARED END SECTION	EA	—	—	—
119	18" ALTERNATIVE FLARED END SECTION	EA	—	—	—
120	TRASH CAPTURE DEVICE	EA	—	—	—
121	INLET DEPRESSION	EA	17	\$ 3,675.00	\$ 62,475.00
122	ABANDON CULVERT (EA)	EA	11	\$ 7,800.00	\$ 85,800.00
123	ABANDON INLET	EA	3	\$ 1,500.00	\$ 4,500.00
124	REMOVE CULVERT (LF)	LF	1275	\$ 42.00	\$ 53,550.00
125	REMOVE INLET	EA	13	\$ 1,310.00	\$ 17,030.00
126	REMOVE MANHOLE	EA	1	\$ 17,500.00	\$ 17,500.00
127	CLEANOUT	EA	—	—	—
128	ROCK SLOPE PROTECTION (60 lb, Class II, METHOD B) (CY)	CY	—	—	—
129	ROCK SLOPE PROTECTION FABRIC (CLASS 8)	SQYD	—	—	—
130	MINOR CONCRETE (6" CITY CURB) (LF)	LF	854	\$ 52.00	\$ 44,408.00
131	MINOR CONCRETE (CONCRETE PAD) (MISCELLANEOUS CONSTRUCTION)	CY	0.6	\$ 2,800.00	\$ 1,680.00
132	REMOVE CONCRETE CURB (LF)	LF	1753	\$ 14.00	\$ 24,542.00
133	REMOVE CONCRETE (SLOPE PAVING)	SQFT	41671	\$ 5.00	\$ 208,355.00
134	REMOVE CONCRETE (CURB AND GUTTER) (LF)	LF	465	\$ 17.00	\$ 7,905.00
135	REMOVE CONCRETE (GUTTER)	LF	1033	\$ 14.00	\$ 14,462.00
136	REMOVE CONCRETE (STAIRCASE)	CY	5	\$ 3,500.00	\$ 17,500.00
137	REMOVE CONCRETE (SIDEWALK)	CY	8	\$ 675.00	\$ 5,400.00
138	MISCELLANEOUS IRON AND STEEL	LB	10017	\$ 6.10	\$ 61,103.70
139	CITY MANHOLE	EA	17	\$ 14,200.00	\$ 241,400.00
140	MISCELLANEOUS METAL (BRIDGE)	LB	21315	\$ 8.00	\$ 170,520.00

ATTACHMENT 2
YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT
BID ITEM LIST
Golden State Bridge/Obayashi Joint Venture

Item No	Item Description	Units	Quantity	Unit Price	Item Total
141	MISCELLANEOUS METAL (RETAINING WALL)	LB	990	\$ 8.00	\$ 7,920.00
142	BRIDGE DECK DRAINAGE SYSTEM	LB	950	\$ 14.00	\$ 13,300.00
143	JOINT UTILITY TRENCH	LF	1435	\$ 390.00	\$ 559,650.00
144	LIGHTING (CITY STREET)	LS	1	\$ 485,000.00	\$ 485,000.00
145	TUNNEL LIGHTING (CITY STREET)	LS	1	\$ 475,000.00	\$ 475,000.00
146	ELECTRONIC TOLL SYSTEMS	LS	1	\$ 155,000.00	\$ 155,000.00
147	SURVEY MONUMENT (TYPE D)	EA	6	\$ 3,500.00	\$ 21,000.00
148	RELOCATE CALTRANS CONTROLLER BOX (LIGHTING)	LS	1	\$ 12,400.00	\$ 12,400.00
149	REMOVE CONDUIT AND CABLE	LF	220	\$ 58.00	\$ 12,760.00
149A	12" PLASTIC PIPE (AT&T CONDUIT)	LF	200	\$ 480.00	\$ 96,000.00
150	UTILITY BOX (AT&T)	EA	2	\$ 20,500.00	\$ 41,000.00
151	CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD)	LF	862	\$ 70.00	\$ 60,340.00
152	CHAIN LINK FENCE (TYPE CL-6 Mod)	LF	680	\$ 565.00	\$ 384,200.00
153	REMOVE PAVEMENT MARKER	EA	158	\$ 5.10	\$ 805.80
154	DELINEATOR (CLASS 1)	EA	12	\$ 52.00	\$ 624.00
155	GUARD RAILING DELINEATOR	EA	15	\$ 31.00	\$ 465.00
156	PAVEMENT MARKER (RETROREFLECTIVE)	EA	245	\$ 6.20	\$ 1,519.00
157	OBJECT MARKER	EA	12	\$ 82.00	\$ 984.00
158	REMOVE ROADSIDE SIGN	EA	13	\$ 105.00	\$ 1,365.00
159	INSTALL SIGN PANEL ON EXISTING FRAME-	SQFT	-	\$ -	\$ -
160	REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	5	\$ 77.00	\$ 385.00
161	REMOVE SIGN PANEL	EA	4	\$ 510.00	\$ 2,040.00
162	FURNISH LAMINATED SIGN PANEL (1" - TYPE A)	SQFT	344	\$ 50.00	\$ 17,200.00
163	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	180	\$ 38.00	\$ 6,840.00
164	METAL (BARRIER MOUNTED SIGN)	LB	510	\$ 16.00	\$ 8,160.00
165	ROADSIDE SIGN - ONE POST	EA	11	\$ 333.00	\$ 3,663.00
166	INSTALL SIGN (STRAP AND SADDLEBRACKET METHOD)	EA	28	\$ 102.00	\$ 2,856.00
167	INSTALL SIGN PANEL ON EXISTING FRAME	SQFT	344	\$ 36.00	\$ 12,384.00
168	MIDWEST GUARDRAIL SYSTEM (7' WOOD POST)	LF	275	\$ 166.00	\$ 45,650.00
169	VEGETATION CONTROL (MINOR CONCRETE)	SQYD	124	\$ 94.00	\$ 11,656.00
170	TUBULAR BICYCLE RAILING	LF	1418	\$ 300.00	\$ 425,400.00
171	CABLE RAILING	LF	124	\$ 108.00	\$ 13,392.00
172	TRANSITIONAL RAILING (TYPE WB-31)	EA	2	\$ 14,200.00	\$ 28,400.00
173	ALTERNATIVE INLINE TERMINAL SYSTEM	EA	1	\$ 11,000.00	\$ 11,000.00
174	CRASH CUSHION (SCI-70GM)	EA	3	\$ 42,500.00	\$ 127,500.00
175	CONCRETE BARRIER (TYPE 60MS)	LF	355	\$ 350.00	\$ 124,250.00
176	CONCRETE BARRIER (TYPE 60MSC Mod)	LF	110	\$ 555.00	\$ 61,050.00
177	CONCRETE BARRIER (TYPE 60MSD)	LF	2039	\$ 125.00	\$ 254,875.00
178	CONCRETE BARRIER (TYPE 60F Mod)	LF	-	\$ -	\$ -
179	CONCRETE BARRIER (TYPE 60MSD Mod)	LF	361	\$ 195.00	\$ 70,395.00
180	REMOVE AND RECONSTRUCT BARRIER (TYPE 60)	LF	26	\$ 750.00	\$ 19,500.00
181	CONCRETE BARRIER (TYPE 836B (MOD)	LF	147	\$ 205.00	\$ 30,135.00
182	CONCRETE BARRIER (TYPE 836A) (MOD)	LF	60	\$ 500.00	\$ 30,000.00
183	CONCRETE BARRIER (TYPE 836A)	LF	977	\$ 405.00	\$ 395,685.00
184	CONCRETE BARRIER TYPE 836 (MOD)	LF	563	\$ 225.00	\$ 126,675.00
185	REMOVE GUARDRAIL	LF	1010	\$ 36.00	\$ 36,360.00
186	REMOVE CONCRETE BARRIER	LF	190	\$ 185.00	\$ 35,150.00

ATTACHMENT 2
YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT
BID ITEM LIST
Golden State Bridge/Obayashi Joint Venture

Item No	Item Description	Units	Quantity	Unit Price	Item Total
187	REMOVE CONCRETE BARRIER (TYPE K)	LF	380	\$ 95.00	\$ 36,100.00
188	REMOVE AND RECONSTRUCT BARRIER AND RAILING (TYPE 1.5)	LF	33	\$ 3,320.00	\$ 109,560.00
189	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	18058	\$ 3.10	\$ 55,979.80
190	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	320	\$ 3.55	\$ 1,136.00
191	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	4154	\$ 15.20	\$ 63,140.80
192	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	3033	\$ 1.05	\$ 3,184.65
193	REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	151	\$ 4.05	\$ 611.55
194	CONTRAST STRIPE PAINT (2-COAT)	LF	2326	\$ 1.55	\$ 3,605.30
195	TEMPORARY LIGHTING SYSTEMS	LS	1	\$	\$
196	REMOVE ELECTROLIER	EA	16	\$ 885.00	\$ 14,160.00
197	REMOVING LIGHTING SYSTEMS (CITY)	LS	1	\$ 35,400.00	\$ 35,400.00
198	MOBILIZATION	LS	1	\$ 8,439,651.00	\$ 8,439,651.00
199	12" WATERLINE	LF	537	\$ 2,515.00	\$ 1,350,555.00
200	GATE VALVE	EA	1	\$ 6,600.00	\$ 6,600.00
201	AIR RELEASE VALVE / BLOW OFFS	EA	4	\$ 5,000.00	\$ 20,000.00
202	REMOVE WATERLINE	LF	300	\$ 95.00	\$ 28,500.00
203	ABANDON WATERLINE	EA	2	\$ 5,949.70	\$ 11,899.40
204	PLANT (GROUP A)	LS	1	\$ 25,000.00	\$ 25,000.00
205	RETAINING WALL (WATERLINE RETAINING WALL A)	LS	1	\$ 300,000.00	\$ 300,000.00
206	RESIDENT ENGINEERS OFFICE	LS	4	\$	\$
207	LAYDOWN YARD AREA	LS	4	\$	\$
208	STORM WATER ANNUAL REPORT	EA	2	\$ 750.00	\$ 1,500.00
209	MOBILIZATION (WATERLINE RETAINING WALL A)	LS	1	\$ 20,000.00	\$ 20,000.00
210	BOLLARD (K4)	EA	8	\$ 3,900.00	\$ 31,200.00
211	CLASS 2 AGGREGATE BASE (CY)	CY	623	\$ 143.00	\$ 89,089.00
212	PRIME COAT	TON	3	\$ 1,915.00	\$ 5,745.00
213	CONCRETE BACKFILL (PIPE TRENCH)	CY	1	\$ 840.00	\$ 840.00
214	CITY CULVERT TRENCH	LF	2520	\$ 195.00	\$ 491,400.00
215	INLINE CONTINUOUS DEFLECTIVE SEPARATION UNIT	EA	1	\$ 63,000.00	\$ 63,000.00
216	CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD, SURFACE MOUNT)	LF	165	\$ 88.00	\$ 14,520.00
217	TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	37	\$ 22.00	\$ 814.00
TOTAL BID					\$ 84,399,951.00

ATTACHMENT 3- SUPPLEMENTAL WORK ITEMS/AGENCY FURNISHED MATERIALS & EXPENSES /FINANCE COST -
BUDGETED COSTS

SUPPLEMENTAL WORK ITEMS		TOTAL
1	PARTNERING	\$ 80,000.00
2	FEDERAL TRAINEE PROGRAM	\$ 21,544.00
3	BIRD PROTECTION	\$ 150,000.00
4	MAINTAIN TRAFFIC	\$ 250,000.00
5	ADDITIONAL PAVING ASPHALT	\$ 100,000.00
6	GROUND ANCHOR (TIEBACK)/SOIL NAIL/OVERBREAK	\$ 125,000.00
7	REMOVE UNSUITABLE MATERIAL	\$ 200,000.00
8	REMOVE BURIED MANMADE OBJECTS	\$ 300,000.00
9	UNFORSEEN SITE CONDITIONS	\$ 400,000.00
10	ADDITIONAL EXCAVATION AND/OR BACKFILL	\$ 200,000.00
11	ADDITIONAL WATER POLLUTION CONTROL/Annual Permit fee	\$ 400,000.00
12	STORM WATER SAMPLING AND ANALYSIS	\$ 50,000.00
13	WATERLINE/TEMP WALL FINAL DESIGN DETAILS	\$ 125,000.00
TOTAL SUPPLEMENTAL WORK ITEMS		\$ 2,401,544.00

AGENCY FURNISHED MATERIALS AND EXPENSES		TOTAL
1	COZEEP CONTRACT	\$ 60,000.00
2	TRAFFIC MANAGEMENT PLAN PUBLIC INFORMATION	\$ 100,000.00
4	RESIDENT ENGINEERS OFFICE	\$ 450,000.00
5	MONUMENT DISC	\$ 15,000.00
6	CONTRACTOR YARD	\$ 1,356,233.00
7	SFPUC ELECTRICAL INSTALL/TRANSFORMER	\$ 275,000.00
8	SFPUC Waterline tie in work	\$ 150,000.00
TOTAL AGENCY FURNISHED MATERIALS AND EXPENSES		\$ 2,406,233.00

TOTAL SUPPLEMENTAL WORK ITEMS AND AGENCY FURNISHED MATERIALS	\$ 4,807,777.00
CONTINGENCY	\$ 8,466,041.00
FINANCE BUDGET	\$ 1,915,000.00
ADDITIONAL CONSTRUCTION ALLOTMENT SUBTOTAL	\$ 15,188,818.00
CONSTRUCTION CONTRACT	\$ 84,399,951.00
TOTAL CONSTRUCTION ALLOTMENT	\$ 99,588,769.00

Attachment 4

**YERBA BUENA ISLAND WESTSIDE BRIDGES PROJECT
DESIGN SERVICES DURING CONSTRUCTION
SCOPE OF WORK**

Task 1 – Design Services During Construction (DSDC)

WMH Corporation (CONTRACTOR) and its subcontractors shall perform the following construction phase services as required up to the not-to-exceed contract limit for this Scope of Work.

1.1. Project Management and Administration

CONTRACTOR shall provide continued overall project management and administrative services in support of the construction phase work. Construction duration is assumed to be 42 months. This may include the following effort:

- a. Project organization and technical oversight. This will be based upon the contractor's construction schedule - provided to CONTRACTOR by San Francisco County Transportation Authority (SFCTA)'s Resident Engineer (RE).
- b. Direct and coordinate the work of associated firms and subconsultants to ensure timely provision of staff, resources, and responses.
- c. Prepare and submit monthly progress reports to SFCTA as part of each invoice submittal
- d. Prepare and submit monthly invoices to SFCTA.
- e. Periodic visits to the construction site.
- f. Route construction related technical correspondence utilizing the RE's SharePoint site. Record all written incoming and outgoing construction correspondence. Maintain technical project files.

1.2. Meetings

Prepare for and attend construction meetings, stakeholder agency meetings, and technical meetings.

1.3. Requests For Information

CONTRACTOR shall review and respond to written Requests-for-Information (RFIs), as defined below, and as requested by SFCTA's RE per the RE's Project SharePoint site.

RFI definition:

RFIs may only be submitted by the Prime Contractor. RFIs may not come directly from a contractor's subcontractor. RFIs must be in writing and may only be submitted on a RFI form, which is pre-

approved by the SFCTA's Project Manager. The contractor shall clearly and concisely set forth the issue for which clarification or interpretation is sought and why a response is needed. In the RFI, the contractor shall set forth their own interpretation or understanding of the requirement along with reasons why they have reached such an understanding.

The CONTRACTOR will utilize the RE's SharePoint site to respond to RFIs as follows:

- The RE shall send an e-mail notification to the CONTRACTOR of a new RFI that is located on the Project SharePoint site.
- CONTRACTOR will evaluate the request and engage the appropriate Design Team members to respond
- The Design Team will prepare and submit a Response to the RE for the RFI, including any necessary attachments, calculations, etc.
- The RE will review the Design Team response. If the RE concurs with the response, the Design Team will sign the Response, and then the RE will forward it to the contractor via SharePoint.
- If the RE has further comments, the Design Team will reevaluate and revise the response, and resubmit to the RE.
- This process will repeat until a satisfactory response is agreed upon by the RE and Design Team.

The CONTRACTOR shall respond to each RFI within 5 working days of receipt of notification. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

CONTRACTOR shall utilize the RE's SharePoint site to communicate, route and respond to all RFIs.

CONTRACTOR shall provide design clarifications and technical support to RE, as required.

All RFI review comments shall be tracked within the RE's SharePoint Project site.

9.4. Construction Submittals

CONTRACTOR shall review and respond to construction submittals as provided by the RE. The CONTRACTOR shall respond to each submittal within 5 working days of receipt, unless otherwise stated. If the CONTRACTOR requires additional time for review, then such need will be identified in the response. All Submittal review comments shall be tracked within the RE's SharePoint Project site. The revise and concurrence process will be similar to the RFI process described above.

Submittals may include but not limited to:

- Material samples
- Mock-up samples
- Catalog cuts
- Storage handling plans
- Operation plans
- Schedules
- Shop drawings
- Temporary structure plans

9.5. Geotechnical Engineering / Hazardous Materials Support

CONTRACTOR shall provide geotechnical engineering technical support during construction. Technical support will be provided as necessary for large excavations and backfill, retaining walls, undercrossing and bridge #1.

CONTRACTOR shall provide hazardous materials technical support as necessary for excavated soil that may be placed or processed on Treasure Island, buried within the Project limits, or hauled off-site.

9.6. Contract Change Orders

The CONTRACTOR shall review and respond to contract change order proposals as provided by the RE, and agreed to by the SFCTA project manager.

The CONTRACTOR shall respond to each proposal within 5 working days of receipt. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

If the RE directs the CONTRACTOR to proceed with the contract change order, and it is also approved in advance by the SFCTA Project Manager, CONTRACTOR shall assist with the preparation of contract change order

packages, including revisions to contract plans, quantities, and technical specifications.

CONTRACTOR may be asked by the RE or the SFCTA Project Manager to review a Cost Reduction Incentive Proposal (a.k.a. Value Engineering Change Proposal) generated by the construction contractor. The CONTRACTOR shall respond to each such proposal within 10 working days of receipt. If the CONTRACTOR requires additional time for review then the need will be identified in the response.

CONTRACTOR shall prepare Contract Change Orders to incorporate relevant review comments and responses - as part of the approved City Permit design package. The CONTRACTOR requires 15 days to provide these contract change order packages following request by RE and SFCTA Project Manager to proceed.

CONTRACTOR may prepare Contract Change Orders to incorporate elements of work that were previously removed in development of the "Refined" project. The CONTRACTOR requires 15 days to provide these contract change order packages following request by RE and SFCTA Project Manager to proceed.

9.7. As-Built Plans (Record Drawings)

CONTRACTOR shall prepare final As-Built Plans electronically based upon the red-line drawings provided by the RE, in accordance with Caltrans drafting format and standards.

9.8. Closeout Activities

CONTRACTOR shall assist in performing closeout activities so that the Project may be completed in its entirety.

9.9. Miscellaneous Additional Services

The CONTRACTOR shall perform additional construction support services as directed by SFCTA. This may include the review of alternative construction methods, additional meetings, Treasure Island Community Development (TICD) coordination for adjacent projects, Hillcrest Road Widening project coordination, Multi-use Pathway project coordination, toll system integrator support, and/or assistance with Caltrans and City Agencies.

YERBA BUENA ISLAND WESTSIDE BRIDGES PROJECT WSP CONSTRUCTION MANAGEMENT SERVICES

SCOPE OF WORK

Construction Phase Services

- 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 Contractor's baseline schedule of work.
- 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 Contractor 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.

YERBA BUENA ISLAND WESTSIDE BRIDGES PROJECT WSP CONSTRUCTION MANAGEMENT SERVICES

SCOPE OF WORK

- 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 contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor'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 Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor design consultant and Caltrans and/or City 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 Contractor 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 Contractor, 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.

YERBA BUENA ISLAND WESTSIDE BRIDGES PROJECT WSP CONSTRUCTION MANAGEMENT SERVICES

SCOPE OF WORK

- Schedule, manage, perform and document all field and laboratory testing services. Ensure the Construction Contractor 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, and the City 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 Contractor SWPPP compliance.
- Enforce safety and health requirements and applicable regulations for the protection of the public and project personnel.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Contractor's detours and staging plans with Caltrans, and SFOBB 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.
- Perform all construction administrative activities, including correspondence and document control in an electronic format (i.e. "Paperless" Contract Administration) utilizing SharePoint, Pavia, Bid Express, PlanGrid, and Adobe Creative Cloud. Strive to minimize paper usage.
- Perform field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings in an electronic format (i.e. "Paperless" Contract Administration).

YERBA BUENA ISLAND WESTSIDE BRIDGES PROJECT WSP CONSTRUCTION MANAGEMENT SERVICES

SCOPE OF WORK

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, City, TIDA and Caltrans for archiving.
 - Prepare Performance Measurement Reports Annually for RAISE Grant Reporting for three years after project completion.

General Project Administration

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

- 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.
- 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.
- 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 Contractor will be required to provide a construction office for the construction

YERBA BUENA ISLAND WESTSIDE BRIDGES PROJECT WSP CONSTRUCTION MANAGEMENT SERVICES

SCOPE OF WORK

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.



RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO GOLDEN STATE BRIDGE/OBAYASHI JOINT VENTURE IN AN AMOUNT NOT TO EXCEED \$84,399,951 AND AUTHORIZE AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$15,188,818; APPROVE A CONTRACT AMENDMENT WITH WMH CORPORATION IN THE AMOUNT OF \$2,470,000; APPROVE A CONTRACT AMENDMENT WITH WSP USA, INC., IN THE AMOUNT OF \$5,940,382; AND AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS FOR THE WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT

WHEREAS, The Transportation Authority is leading the Westside Bridges Seismic Retrofit Project (Project) on behalf of the Treasure Island Development Authority (TIDA); and

WHEREAS, The Project has significant complex technical and topographic construction challenges, and as a result in March 2018, and as authorized by Assembly Bill 2374 (Chiu, 2016), the Board approved the use of the Construction Manager/General Contractor (CM/GC) project delivery method; and

WHEREAS, In October 2018, through Resolution 19-17, the Transportation Authority awarded a professional services contract to Golden State Bridge/Obayashi Joint Venture to provide the CM/GC preconstruction services for the Project; and

WHEREAS, Under the CM/GC project delivery method, the Transportation Authority engaged Golden State Bridge/Obayashi Joint Venture during the project design process to act in an advisory role and to provide valuable preconstruction input during design with the goal of lowering overall construction time and construction risks; and

WHEREAS, The Request for Qualifications issued in July 2018 required the selected Contractor to prepare and submit an Agreed Price for the labor, equipment, and materials that will be required to construct the project based on the design plans and specifications prepared for the Project; and

WHEREAS, The Transportation Authority has reached an agreement with Golden State Bridge/Obayashi Joint Venture on an Agreed Price near the completion of the Final Design of the Project, and staff is now seeking Board approval to authorize the Executive Director to award a construction contract to Golden State Bridge/Obayashi Joint Venture; and

WHEREAS, The projected construction phase cost, totaling \$115,900,288, is funded



with federal Highway Bridge Program and Rebuilding American Infrastructure with Sustainability and Equity funds, state Proposition 1B and Local Partnership Program funds, and local TIDA, Bay Area Toll Authority, Prop K sales tax funds approved through Resolution 23-22, and a federal earmark; and

WHEREAS, The Project schedule anticipates beginning construction in summer 2023 and completion by the end of calendar year 2026 with the construction phase budget including \$6,722,777 for supplemental funds and agency furnished materials as well as finance costs, and an additional contingency of \$8,466,041, or 9.5%, of total anticipated construction costs; and

WHEREAS, 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, and San Francisco Public Works, to purchase state/agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work; and

WHEREAS, In December 2010 through Resolution 11-28, the Transportation Authority awarded a two-year contract in the amount of \$1,600,000 to WMH Corporation for engineering and environmental services to produce the necessary documentation to prepare the Seismic Strategy Reports, environmental documentation, and preliminary design for the YBI Westside Bridges Project, which was increased between February 2012 and October 2018 by \$13,700,000 (Resolution 12-34, Resolution 15-18, Resolution 19-17) to conduct Phases 2 and 3 services (environmental, preliminary engineering and final design) for the Project, including a re-scoping of the project as a result of Caltrans' changes to the project funding plan; and

WHEREAS, The proposed amendment to the WMH Corporation contract would increase the existing contract amount by \$2,470,000 to provide Phase 3 final design services during construction for the Project, to a total amount not to exceed \$17,770,000, and extend the contract through December 31, 2026; and

WHEREAS, In July 2017, the Transportation Authority awarded a four-year professional services contract to WSP USA, Inc. (WSP) in an amount not to exceed \$5,500,000 for construction management services for the Project consisting of a three-phase effort with Phase 1 consisting of pre-construction services, Phase 2 consisting of construction phase



management services, and Phase 3 consisting of post construction phase services; and

WHEREAS, In July 2017, the Transportation Authority awarded a four-year professional services contract to WSP in an amount not to exceed \$5,500,000 for construction management services for the Project consisting of a three-phase effort with Phase 1 consisting of pre-construction services, Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services; and

WHEREAS, The additional Phase 1 pre-construction services and the complexity of the construction phase required an increase to WSP's scope of services, timeline, and budget estimate for all three phases, and the overall proposed amendment to the WSP contract would increase the existing contract amount by \$5,991,292 in order to complete Phase 2 and Phase 3 tasks with the construction and closeout schedule now determined, to a total amount not to exceed \$11,491,292, and extend the contract through December 31, 2029; and

WHEREAS, At its February 22, 2023, meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a construction contract to Golden State Bridge/Obayashi Joint Venture in an amount not to exceed \$84,399,951 and authorize an additional construction allotment of \$15,188,818; approve a contract amendment with WMH Corporation in the amount of \$2,470,000; approve a contract amendment with WSP USA, Inc., in the amount of \$5,940,382; and authorizes the executive director to execute all other related supporting and supplemental agreements for the Westside Bridges Seismic Retrofit Project; and be it further

RESOLVED, That the Executive Director is hereby 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 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



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services.