



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, March 27, 2019; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: John Larson (Chair), David Klein (Vice Chair), Myla Ablog, Kian Alavi, Ranyee Chiang, Robert Gower, Becky Hogue, Jerry Levine, Peter Tannen, Sophia Tupuola and Rachel Zack

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|-------------|-----------|--|-----------|
| 6:00 | 1. | Call to Order | |
| 6:01 | 2. | Chair’s Report – INFORMATION | |
| 6:05 | | <u>Consent Agenda</u> | |
| | 3. | Approve the Minutes of the February 27, 2019 Meeting – ACTION* | 3 |
| | 4. | State and Federal Legislation Update – INFORMATION* | 11 |
| | | <u>End of Consent Agenda</u> | |
| 6:06 | 5. | Adopt a Motion of Support for the Allocation of \$62,767,634 in Prop K Sales Tax Funds, with Conditions, for Light Rail Vehicle Procurement – ACTION* | 15 |
| 6:25 | 6. | Adopt a Motion of Support for the Allocation of \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests – ACTION* | 49 |
| | | Projects: (SFMTA) Fulton Street Safety Project [NTIP Capital] (\$82,521), Frederick/Clayton Traffic Calming [NTIP Capital] (\$175,000), The Embarcadero Enhancement Project (\$550,000), Fisherman’s Wharf/Pier 39 Complete Street Improvements (\$175,000) and Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital] (\$385,150) | |
| 6:35 | 7. | Adopt a Motion of Support for the Approval of the San Francisco Lifeline Transportation Program Cycle 1 Program of Projects – ACTION* | 57 |
| 6:45 | 8. | Adopt a Motion of Support for the Proposed Fiscal Year 2018/19 Budget Amendment – ACTION* | 81 |

CAC Meeting Agenda

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| 6:55 | 9. | Adopt a Motion of Support to Authorize the Executive Director to Exercise a Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000 – ACTION* | 95 |
| 7:05 | 10. | Update on the Caltrain Modernization Program and Business Plan – INFORMATION* | 103 |
| 7:15 | 11. | Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION* | 131 |
| 7:25 | 12. | Update on the Yerba Buena Island Southgate Road Realignment Improvements Project – INFORMATION | |
| 7:35 | 13. | Update on the Transbay Transit Center Girder Fractures and the Study of Governance, Management, Oversight and Delivery of the Downtown Extension – INFORMATION* | 137 |
| <u>Other Items</u> | | | |
| 7:50 | 14. | Introduction of New Business – INFORMATION

During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration. | |
| 7:55 | 15. | Public Comment | |
| 8:00 | 16. | Adjournment | |

*Additional Materials

Next Meeting: April 24, 2019

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 27, 2019

1. Committee Meeting Call to Order

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

CAC members present: Myla Ablog, Kian Alavi, Robert Gower, John Larson, Jerry Levine and Peter Tannen (6)

CAC Members Absent: Becky Hogue, David Klein and Rachel Zack (3)

Transportation Authority staff members present were Michelle Beaulieu, Eric Cordoba, Cynthia Fong, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Oscar Quintanilla and Mike Tan.

2. Chair's Report – INFORMATION

Chair Larson reported that staff had embarked on a review of alternative Governance, Oversight, Management, and Project Delivery options for the Downtown Extension (DTX), for which they had assembled a team of experts from multiple organizations. He said current efforts were concentrating on finalizing the contracts and task orders for three main streams of work: Rail/Mega-Project Best Practices, Project Delivery and Finance, and Governance and Oversight. He said staff anticipated completing the effort in late spring and would provide regular updates to the Board and CAC, with the first one in March.

Chair Larson reported that staff had reached out to the San Francisco Municipal Transportation Agency (SFMTA) in response to Peter Tannen's request to have an SFMTA representative invited to answer questions about the e-scooter program. He said the SFMTA was currently preparing the mid-term evaluation of the pilot program and planned to provide a presentation to their Board in April. The SFMTA had agreed to provide the CAC with a presentation after the report was released to its Board.

Chair Larson gauged the interest of the CAC to schedule an ethics workshop led by Nossaman LLP, counsel for the Transportation Authority. He said Alberto Quintanilla, Clerk of the Board, would send the CAC an email to schedule a meeting date.

Chair Larson noted that a copy of the Executive Director's Report (EDR) from the February 26, 2019 Transportation Authority Board meeting had been provided to the CAC. He added that the CAC would receive the EDR moving forward.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the January 23, 2019 Meeting – ACTION
4. Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018 – ACTION – ACTION

5. Citizens Advisory Committee Appointment – INFORMATION

6. State and Federal Legislation Update – INFORMATION

There was no public comment on the Consent Agenda.

Jerry Levine moved to approve the Consent Agenda, seconded by Kian Alavi.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

End of Consent Agenda

7. Adopt a Motion of Support for the Allocation of \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20th Avenue Neighborway Project – ACTION

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

Peter Tannen asked why the intersections of 20th Avenue at Kirkham Street and at Ulloa Street were selected for traffic circles.

Nick Smith, Project Manager at the San Francisco Municipal Transportation Authority (SFMTA), said the main goal of the traffic circles was to facilitate U-turns for vehicles trying to make left turns going southbound on 19th Avenue, encouraging vehicles to make a U-turn instead of driving on 20th Avenue for a block. The selected intersections are where more of this behavior was observed.

Chair Larson asked how the community reacted to parking spaces being removed.

Mr. Smith said the SFMTA held a public hearing recently and most negative comments were around parking. He added that the majority of comments received were positive and the SFMTA had tried to minimize parking loss with measures such as reducing the length of intersection daylighting from 20 feet to 10 feet. He said that overwhelmingly, the response to the project had been positive.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

8. Adopt a Motion of Support for the Amendment of the Prop AA Strategic Plan – ACTION

Oscar Quintanilla, Senior Transportation Planner, and Anna LaForte, Deputy Director for Policy and Programming presented the item per the staff memorandum.

Jerry Levine asked if the Prop AA program had an expiration date.

Mr. Quintanilla said the Prop AA fee and expenditure plan were approved by San Francisco voters for 30 years.

Jerry Levine asked how motor vehicle was defined and if Transportation Network Companies (TNCs) were required to register scooters and newer motorized vehicles.

Mr. Quintanilla said he was not familiar with the requirements for new motorized vehicles and would need to get back to the CAC with more information. He added that Prop AA revenues

were part of the vehicle registration fee collected by the Department of Motor Vehicles.

Jerry Levine asked if there was any way to capture the \$10 Prop AA fee on TNC vehicles that were not registered in San Francisco but that provided service in San Francisco.

Mr. Quintanilla said the Prop AA vehicle registration fee is only collected on vehicles that are registered in San Francisco, but that the TNC tax on trips originating in San Francisco was one way to have TNCs contribute revenues toward transportation improvements.

Myla Ablog asked if pedestrian lighting fixtures were considered different than street lighting fixtures.

Mr. Quintanilla said the recommendation of the community-based transportation plan was to add pedestrian scale lighting, closer to the street than typical streetlights. He added that the recommendation from the plan is to create a network of better lit streets.

Myla Ablog stated that her vehicle windows had been smashed in five times in the Western Addition, since June 2018. She noted that Captain Angler recommended increased street lighting and cameras, at a recent community meeting, as ways to deter vehicle break-ins. She requested more attention to lighting in the Western Addition and Jefferson Park.

Kian Alavi said all TNC vehicles who drive in San Francisco should be charged the Prop AA \$10 registration fee. He also asked how the Transportation Authority was reaching out to different communities on the call for projects.

Mr. Quintanilla said the outreach strategy for the call for projects was still being developed. He added that the Transportation Authority typically relies on an email list that included district offices, public agencies, and community-based organizations.

Robert Gower asked how communities of concern were defined and selected.

Mr. Quintanilla said that communities of concern stems from a regional definition created by the Metropolitan Transportation Commission (MTC) and are defined as any census tract that either has both a concentration of minority population of over 70% and low-income household over 30% or a census track that has a concentration of low-income households over 30% and 3 of 6 disadvantage factors. Those disadvantage factors include; English deficiency, zero-vehicle households, seniors over the age of 75, individuals with disabilities, single-parent households and severely rent-burdened households. He added that the Transportation Authority modified the MTC definition to used census block group, a smaller geographic area than census tracts, to perform a finer grain analysis.

Robert Gower asked if there was a particular strategy to outreach to communities of concern.

Mr. Quintanilla said the Transportation Authority was strategizing ways to better connect with communities of concerns and added that Prop AA project sponsors were public agencies. He said that project submissions that were in communities of concern or benefitted communities of concern would receive priority.

Robert Gower asked if the projects were proposed by the communities.

Mr. Quintanilla replied that that was not necessarily the case but that projects that had the support of the community or district Supervisor scored higher in the evaluation process.

Ms. LaForte said that Prop AA funds are for final design and construction which required planning and initial conceptual engineering to have been completed. She added that projects that involve communities of concern are also given priority for multiple grant programs.

Chair Larson asked how often after a census was the communities of concern list updated.

Maria Lombardo, Chief Deputy Director, said there was not a regular cycle, but generally it was updated at least every 4 years when the regional transportation plan is updated, noting that the idea for communities of concern emerged from a prior regional transportation plan.

There was no public comment.

Myla Ablog moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

9. **Adopt a Motion of Support to Authorize the Executive Director to Execute a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; the Utility Relocation Agreement and Amendments to the Memorandums of Agreement (MOAs) for the Construction Phase with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760, to a Total Amount Not to Exceed \$5,534,760; the Right of Way Certification; and the California Environmental Quality Act/National Environmental Policy Act Revalidation for the Yerba Buena Island Southgate Road Realignment Improvements Project – ACTION**

Dale Dennis, consultant for the Transportation Authority, presented the item per the staff memorandum.

Peter Tannen asked if Hillcrest Road heading east bound onto the ramp was a one-way road and if bike and pedestrian paths were 2-way facilities.

Mr. Dennis replied in the affirmative to both questions.

Kian Alavi asked what the nature of the agreement was in general and if the agencies requesting funds would be receiving funds directly from the Transportation Authority.

Mr. Dennis said the Transportation Authority would only be expending funds for the Utility Relocation Agreement, but would subsequently get reimbursed with federal or state funds.

Kian Alavi asked if \$5,534,760 was the project total.

Mr. Dennis clarified that the \$5,534,760 was the budget for the right-of-way acquisition costs.

Jerry Levine commented that the proposed project drawing was confusing and suggested having adequate wayfinding signage for visitors.

Mr. Dennis said that wayfinding signage was part of the project, and he agreed that signage would be very important given the complexity of the design. He added that there was no signalization besides the bike and pedestrian crossing.

Kian Alavi questioned the working environment of Caltrans based on a conversation he had with a female Caltrans employee. He advised the Transportation Authority to review all agreements with open eyes and through an ethical lens.

Chair Larson asked if the proposed bike and pedestrian pathway would route people under the bridge and up through Macalla Road. In addition, Chair Larson asked about bike/pedestrian access along Hillcrest Road.

Mr. Dennis replied in the affirmative about the bike routing. He added that the Bay Area Toll Authority (BATA) was conducting studies to move forward with implementation of the bike and

pedestrian pathway along Hillcrest Road.

Chair Larson asked if the proposed construction on Hillcrest Road to the eastbound on-ramp was existing roadway.

Mr. Dennis said the roadway was existing, but would be reconstructed with a different profile and would be widened.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Peter Tannen.

The item was not approved by the following vote:

Ayes: CAC Members Larson, Levine, and Tannen (3)

Abstain: CAC Members Ablog, Alavi and Gower (3)

Absent: CAC Members Hogue, Klein and Zack (3)

10. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION

Peter Gabancho, Project Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Larson asked if slip-lining old sewer lines was as effective as replacing the sewer lines with new pipes.

Mr. Gabancho said slip-lining was being primarily used at the intersections crossing east to west along Van Ness Avenue to avoid having to trench across the intersections. He said slip-lining old sewer lines did provide a lower life span, between 75-85 years, compared to new sewers, but would save on the construction time. He added that new PUC sewer lines lasted around 125-150 years.

Chair Larson asked if the SFMTA had discussed the possibility of completely closing down Van Ness Avenue to speed up the construction timeframe.

Mr. Gabancho said that the project team discussed the possibility of closing down Van Ness Avenue during the environmental phase of the project and early engineering phase, but traffic modeling showed that the side streets would not be able to handle a diversion of traffic.

Robert Gower asked for an update regarding community engagement with local businesses along Van Ness Avenue. He referenced an article in the San Francisco Chronicle that speculated whether construction along Van Ness Avenue was responsible for the closure of businesses.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA was working extensively with businesses and closures were a major concern of the project team. She said that construction was not the cause of every business closures along Van Ness Avenue and said that the SFMTA was working with the Office of Economic and Work Development (OEWD) to establish a metric to monitor the status of businesses. She added that Walsh Construction had a field officer that was conducting outreach to help businesses with various challenges. Ms. McCarthy said that businesses that were struggling were referred to OEWD who then helped them build a business plan and provided technical assistance. She estimated that around 8 businesses were struggling due to construction.

Peter Tannen asked if the advertising space offered to businesses on Muni buses was free.

Ms. McCarthy said the advertising space was free but that businesses were responsible for the fee to produce the materials. She said advertising space had an estimated value of \$20,000 and the cost to print the materials was between \$1,000-\$2,000.

Peter Tannen asked if any businesses had taken advantage of the free advertising space.

Ms. McCarthy stated that no businesses had used the space, but said the project team was working with OEWD to do a corridor wide promotional campaign.

Robert Gower thanked the project team for their efforts working with businesses along the Van Ness corridor.

Kian Alavi asked if the SFMTA had a field officer similar to OEWD, if all the businesses had been mapped, and if the project team was comparing the corridor metric with the citywide metric.

Ms. McCarthy replied that the SFMTA had two full time staff members who walk the corridor and communicate with businesses. In regard to mapping the businesses, Ms. McCarthy said a pre-construction survey for businesses and residents was being conducted to get an understanding of loading-zone areas, hours of operations and contact information. She added that the project team recently asked OEWD for city metrics to do a comparison and would get back to the CAC.

Kian Alavi asked if OEWD had the capacity to properly help all the businesses along the corridor.

Ms. McCarthy said OEWD had recently hired a new staff member to help the project team and businesses.

Kian Alavi asked if the project team felt like they were finally getting a handle on the project.

Mr. Gabancho said that they had picked up momentum over the past couple months and had gotten over the technical challenges. He said the conversation had changed from solving technical challenges to strategizing ways to maximize production.

Kian Alavi said that he hoped the learning curve was codified for future projects.

Jerry Levine asked if there had been a review or assessment of potential impacts to property value along the corridor from before construction to the present.

Mr. Gabancho said the SFMTA had not done any assessments and had not heard of any assessments being conducted.

Peter Tannen asked about the status of special traffic permits and Caltrans' permission for weekend shutdowns.

Mr. Gabancho said that the special traffic permits were being issued as requested and that the project team was working closely with the contractor and traffic engineers to not have burdensome impacts to the public. In reference to Caltrans' permission for weekend shutdowns, Mr. Gabancho said the SFMTA was working with the contractor and had a Caltrans liaison who spent a great deal of time at the construction office. He said the SFMTA's Caltrans liaison would need to bring specific plans with benefits to Caltrans in order to schedule a partial shutdown or close an additional lane on the weekends.

Peter Tannen asked for a definition of water resequencing.

Mr. Gabancho said water work was supposed to follow sewer work. The initial plan was to put in a block of water line, and then chlorinate the line to disinfect all the new water lines before they were connected to the buildings. Lastly, the new lines would be connected to the individual properties. He the San Francisco Public Utilities Commission and the contractor came up with a plan where instead of working on one block at a time, they would work on 3-4 blocks at a time. Afterwards, they would do the disinfection, chlorination, and pressures testing all at once for the 3-4 blocks. Mr. Gabancho said instead of 3 blocks taking 5 days each for a total of 15 days, they had 3 blocks running within 5 days of chlorination, which saved 10 days on the schedule. He added that it changed the construction sequence.

Peter Tannen asked if increasing staff production to 6 days a week was considered overtime.

Mr. Gabancho replied in the affirmative.

Peter Tannen asked who was on the Dispute Review Board.

Mr. Gabancho said the Dispute Review Board was made up of 3 individuals with an estimated combined 150 years of construction experience. He said they were experts on construction, engineering and dispute negotiations. He added that one member was selected by the city, another by Walsh Construction and the last member by the first two selected Board members.

Peter Tannen asked which public figures were being regularly briefed.

Mr. Gabancho said the Board of Supervisors whose districts were affected by the project were being briefed as requested and as needed.

Peter Tannen asked for an overview of the Meet the Experts Speakers Series.

Mr. Gabancho said the series was held once a month, with a different location picked along the corridor. He said a member of the city or contractor staff was selected to talk about an aspect of the project or Van Ness corridor. He added that the series allowed the project team to interact with the public in an informal setting.

Peter Tannen requested that the CAC be added to the Meet the Experts Speakers Series mailing list.

During public comment Jackie Sachs asked if the California Pacific Medical Center emergency entrance on Franklin Street was affected by the construction.

Peter Gabancho said the project team was working closely with the California Pacific Medical Center to ensure that construction did not interfere with the hospital and their upcoming grand opening.

11. Introduction of New Business – INFORMATION

Myla Ablog requested a presentation explaining how the California Public Utilities Commission would implement Senate Bill 1376: TNC Access for All Act (Hill), a regulation to levy a per-trip surcharge on TNCs to fund a wheelchair ride-hail program, in San Francisco. She stated she was on disability and shared an upsetting experience she recently had with a TNC driver who illegally parked in a Muni red zone to pick her up despite her deliberately waiting outside of the red zone. She said TNCs should emphasize educating their drivers on where to properly pick up customers.

Chair Larson thanked Myla for sharing her story and reiterated the need for TNC regulation. He requested that the Transportation Authority invite representatives from the TNCs to hear the CAC's experiences with ride-sharing companies.

Kian Alavi also thanked Myla for sharing her experience. He said TNCs were making the roads unsafe and stated that Lyft and Uber were billion-dollar companies who were helping accelerate the gentrification of the city. He said TNCs most important resource was public roads, but yet the public did not have access to their data or the ability to tax them. He added that TNCs were destroying the public transit system, with public transit ridership decreasing due to cheap rideshare fares. Lastly, he said the Transportation Authority, Board of Supervisors and City needed to look for ways to regulate TNCs and prevent them from changing the city's way of life.

Peter Tannen asked staff to find out when the Board of Supervisors would be updated on the SFMTA's progress in implementing the Budget and Legislative Analyst's recommended policy options in response to Muni's transit operator staffing shortage.

Chair Larson requested a status update on the 1570 Burke Avenue Facility Renovation project. He also requested an update on the recent high-speed rail announcement by Governor Newsom and asked if the announcement would affect the blended train system in the Peninsula and ongoing discussion around train platforms in the Transbay Transit Center.

Ms. Lombardo said Chair Peskin had made remarks that train service was coming to the Transbay Transit Center and said the CAC would hear a bit of a high-speed rail update when staff brings an update on the Downtown Rail Extension next month.

Robert Gower reported that the new eastern entrance of Balboa Park BART station had made a major difference for District 11 residents. He said Muni trains were fully integrated with the BART station and provided a direct entrance.

There was no public comment.

12. **Public Comment**

During public comment Jackie Sachs asked for an update on the 3rd Street light-rail and Central Subway projects.

Chair Larson seconded the request for a 3rd Street light-rail project update particularly given the work on boarding islands in Mission Bay.

Eric Cordoba, Deputy Director for Capital Projects, said he would pass along the Item 9 (Southgate Road Realignment Improvements Project) comments made by the CAC to the Executive Director and Board. He stated that the Transportation Authority had a relationship with the Treasure Island Development Agency (TIDA) to redevelop the transportation network on and off the Bay Bridge and would need to move the item to the March 12, 2019 Transportation Authority Board meeting.

Chair Larson asked that the sentiments of the discussion and ethical concerns raised by the CAC in regard to Item 9 be shared with the Board.

Myla Ablog said she abstained from the Item 9 vote because she worked with the United States Army Corps of Engineers and wanted to avoid any potential conflict of interest.

Mr. Cordoba clarified that for the discussed project there were no permits required from the United States Army Corps of Engineers.

Chair Larson said the CAC tour of the Yerba Buena Island eastbound ramp was a highlight of his CAC experience and he recalled learning about the requirement businesses had, that required them to store their equipment in San Francisco, to be awarded a construction contract. He observed how much Treasure Island had change since the tour.

Eric Cordoba concurred that Treasure Island was in transition and said Chair Larson was referring to Cal Con Pumping, Inc and that that the business was still based out of Treasure Island. He suggested scheduling another site-visit for the CAC.

Peter Tannen reiterated the benefit of having the Yerba Buena and Treasure Island CAC tour.

13. **Adjournment**

The meeting was adjourned at 7:55 p.m.

San Francisco County Transportation Authority

State Legislation – March 2019

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

Since last month, many new bills have been introduced to the state legislature in spot bill form (with little or no substantive content) or as rough “intent” bills, with little detail, as February 22nd was the last day to introduce new bills for the 2019 session. We are in the process of reaching out to our partner agencies in San Francisco and the region to better understand the bills that have been put forward, and will bring more information to you at future meetings as it becomes available.

Staff is recommending two new support positions on Assembly Bill (AB) 147 (Burke) and AB 1286 (Muratsuchi) and one new support if amended position on AB 1142 (Friedman) as shown in **Table 1**, which also includes several new bills to watch. The Board does not need to take an action on legislation recommended to watch. **Table 2** shows the status of bills on which the Board has already taken a position this session. Several other bills are anticipated to be considered by the Vision Zero Committee at its March 14 meeting and if recommended for a position, these bills will be included on the agenda for the March 19 Board meeting.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Support	AB 147 Burke D	<p>Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.</p> <p>This bill would provide that a marketplace facilitator is considered the seller and retailer for each sale facilitated through its marketplace. The bill would provide a marketplace facilitator relief from liability for the tax on a retail sale in specified circumstances.</p> <p>This bill is sponsored by California State Treasurer Fiona Ma, and is intended to establish a set of tax collection rules consistent with the recent <i>South Dakota v. Wayfair</i> decision, whereby the U.S. Supreme Court established that states may charge taxes on purchases made from out-of-state sellers, even if the seller does not have a physical presence in the taxing state. The California Department of Tax and Fee Administration estimate that this bill will result in net state and local revenue gains of \$297 million in FY 2019-20 and \$462 million in FY 2020-21. The League of California Cities is on record in support of this bill, and <u>the MTC Legislation Committee</u> is staff are recommending that their commission take a support position as well.</p> <p>We have spoken with the Office of the Treasurer & Tax Collector about any potential impacts of this legislation on San Francisco’s “Wayfair” sales tax, implemented through the cannabis tax. They see no conflicts between this bill and the local San Francisco tax, and believe that making the calculation of taxes simpler at the state level may help ensure compliance locally.</p>

Watch	AB 380 Frazier D	<p>Office of the Transportation Inspector General.</p> <p>This bill would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General, as an independent office that would not be a subdivision of any other department. The Office would be charged with ensuring that state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> <p>The Transportation Authority, SFMTA, and other local and regional agencies would be subject to oversight and potential audits per this bill. We will monitor the bill's development, engage with our partner agencies to provide comments to the author, and report on any additional potential impacts to San Francisco.</p>
Watch	AB 659 Mullin D	<p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p> <p>This bill would establish a grant program designed to encourage municipalities to incorporate advanced data and intelligent transportation system technologies and applications into their transportation planning efforts. It would be funded by up to \$10 million from Proposition 1B (state bond program) or another source identified by the California Transportation Commission.</p> <p>Assembly member Mullin introduced a similar bill in last year's session, which the Transportation Authority Board was watching. It did not pass out of committee.</p>
Support if Amended	AB 1142 Friedman D	<p>Strategic Growth Council: transportation pilot projects: regional transportation plans.</p> <p>This bill would make two type of changes. First, it would require that the Strategic Growth Council, in consultation with the State Air Resources Board, fund pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. Second, the bill would also revise the required indicators that must be addressed by regional transportation plans (such as Plan Bay Area) to include the number of trips provided by transportation network companies (such as Uber and Lyft), and to include measures of the barriers to transit usage, such as insufficient parking availability and lack of microtransit.</p> <p><u>We recommend that the bill be amended to include “lack of safe pedestrian and bicycle access” and “lack of transit-supportive land uses” as barriers to transit usage that must be measured in regional transportation plans.</u></p>

Watch	AB 1277 Obernolte R	<p>Major transportation infrastructure construction projects: oversight committees.</p> <p>This bill would require a public agency undertaking a publicly funded major transportation infrastructure construction project with a cost of \$500,000,000 or more to form an oversight committee, subject to applicable open meeting laws, and to develop and use risk management plans throughout the course of the project. The bill would require that the committee act as the authority for critical decisions regarding the project, and have sufficient staff to support decision making.</p>
Support	AB 1286 Muratsuchi D	<p>Shared mobility devices: agreements.</p> <p>This bill would require that shared mobility providers, such as scooter-share or bike-share companies, enter into agreements with a jurisdiction before distributing shared-mobility devices within the jurisdiction. The required agreement would require that the provider maintain general liability insurance, and would prohibit the provider from including in their user agreements any provision by which the user would wave their legal rights. This bill would also require the jurisdiction adopt safety rules regarding the use of the shared mobility devices before the devices are made available to the public by a provider.</p> <p>Right now the bill sets no time limit for a jurisdiction to act. We would propose reaching out to the author to express our support for this feature and convey our concerns about any future amendment that would allow a shared mobility provider to proceed with distribution of their devices if a jurisdiction has not acted within a certain timeframe.</p> <p>The SFMTA, in coordination with other city agencies, is engaging with the bill sponsor to fine tune the language. We will provide an update to the Board on March 12 if more information is available.</p>

Table 2. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 3/1/2019)
Support	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Assembly Transportation
	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Senate Transportation

**San Francisco County Transportation Authority
Vision Zero Committee – State Legislation – March 2019**

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

This session, a number of Vision Zero-related bills have been introduced to the state legislature in spot bill form (with little or no substantive content) or as rough “intent” bills, with little detail, as February 22 was the last day to introduce new bills for the 2019 session. We are in the process of reaching out to our partner agencies in San Francisco and the region to better understand the bills that have been put forward, and will bring more information to the Vision Zero Committee at future meetings as it becomes available.

After consulting with staff from the San Francisco Municipal Transportation Agency (SFMTA), Transportation Authority staff is recommending one new support position on Assembly Bill (AB) 47 (Daly) as shown in **Table 1**, which also includes several new Vision Zero related bills to watch. The Committee does not need to take an action on legislation recommended to watch. Any recommendations from the March 14 Vision Zero Committee will be referred to the full Transportation Authority Board for final approval on March 19.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Support	AB 47 Daly D and Frazier D	Driver records: points: distracted driving. Current law prohibits the use of cell phones while driving a motor vehicle, unless the phone is used in hands-free mode. Violations of this law are not currently counted as points against a driver’s record. This bill would abolish the exemption, effective January 1, 2021. We reported on this bill to the full Transportation Authority Board in February, recommending that the Board watch the bill for the time being. Since then, the city’s State Legislation Committee, after nomination by the SFMTA, approved a support position on this bill. We are now recommending that the Transportation Authority Board also support the bill.
Watch	AB 697 Ting D	Bicycles. This bill revises existing code language to state that a person riding a bicycle has the right to ride in the center of a traffic lane except when the lane is wide enough to safely travel side-by-side with vehicles. The bill does not revise legal rights or responsibilities, but clarifies the rights of bicycle riders. The California Bicycle Coalition is a sponsor. The SFMTA is also tracking this bill.
Watch	AB 1266 Rivas, Robert D	Traffic control devices: bicycles. Under current law, riders of bicycles are technically required to merge out of marked bike lanes when traveling through an intersection that has a right-hand turn lane for vehicles to the right of a bike lane. This bill would permit people on bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane. This is consistent with typical behavior of people on bicycles. The California Bicycle Coalition is a sponsor, and the SFMTA is tracking the bill.



Memorandum

Date: March 20, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 4/9/2019 Board Meeting: Allocate \$62,767,634 in Prop K Sales Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Light Rail Vehicle Procurement

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

DISCUSSION

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

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

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

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

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

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

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

FINANCIAL IMPACT

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

Agenda Item 5

Attachment 4 shows the approved Fiscal Year (FY) 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment to advance a \$96,661 in Prop K funds would be an estimated \$12,096 in additional financing costs, a negligible increase in the portion of available funds spent on financing for the program as a whole, which we consider to be insignificant.

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will be briefed on this item at its March 27, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Application Received

Attachment 2 – Project Description

Attachment 3 – Staff Recommendations

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

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

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

- LRV Procurement - Committed Funds

- Memo from Leo Levinson dated March 19, 2019: Light Rail Vehicle Procurement: Allocation Request and Funding Commitment

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$ 62,767,634	\$ 1,112,450,187	84%	94%	Construction	Citywide
TOTAL				\$ 62,767,634	\$ 1,112,450,187	84%	94%		

Footnotes

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

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$62,767,634	<p>Requested funds (\$62,670,973) from the Vehicles - Muni and Vehicles - Undesignated categories will be used to purchase 151 new light rail vehicles (LRVs) to replace Breda vehicles that are approaching the end of their useful life. This request also includes a modest amount (\$96,661) from the Purchase Additional Light Rail Vehicles category that will be used for the warranty phase of the additional 68 LRVs to expand Muni's light rail fleet.</p> <p>SFMTA is proposing an accelerated schedule for the LRV replacement. Allocation is conditioned on SFMTA presenting to the Transportation Authority Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs, and confirmation that all funds are committed to the project. All 219 LRVs will be procured through the existing contract with Siemens Industry, Inc.</p> <p>The proposed accelerated schedule could mean delivery of the first replacement vehicles as much as six months sooner (Dec. 2020) and shorten the overall delivery window from 6.5 years to 5 years (ending Dec. 2025). See proposed schedule and cost benefit analysis memo attached to the allocation request for more details.</p>
TOTAL			\$62,767,634	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$ 62,767,634	<p>Prop K Strategic Plan Amendment: Recommended allocation is contingent on a Prop K Strategic Plan amendment to advance the year in which the requested funds are programmed from FY2019/20 to FY2018/19, and only in the Purchase Additional Light Rail Vehicles category (\$96,661) concurrent advancement of funds from FY2019/20 to FY2018/19. This results in a negligible \$12,096 increase in financing costs to the category (from \$842,583 to \$854,679).</p> <p>Special Condition: SFMTA will participate, along with the Transportation Authority and the Metropolitan Transportation Commission, in quarterly project delivery meetings on scope, schedule, budget, cash flow and funding plan, including assessing the plan for potential financing.</p> <p>Special Condition: The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 219 LRVs in a state of good repair, including a mid-life overhaul program providing that funding is available to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
TOTAL			\$62,767,634	

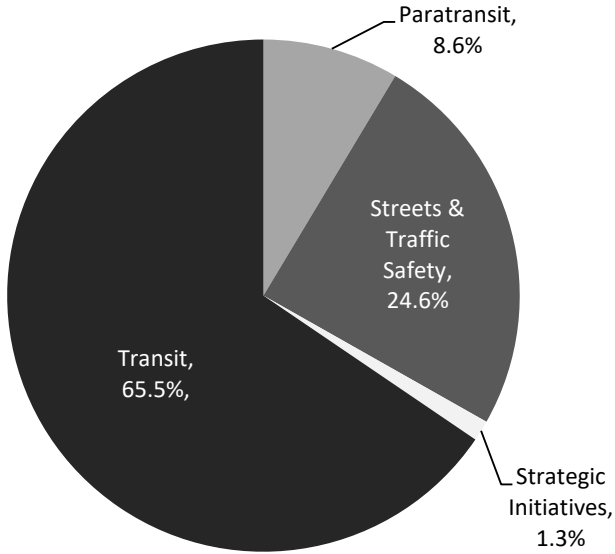
¹ See Attachment 1 for footnotes.

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

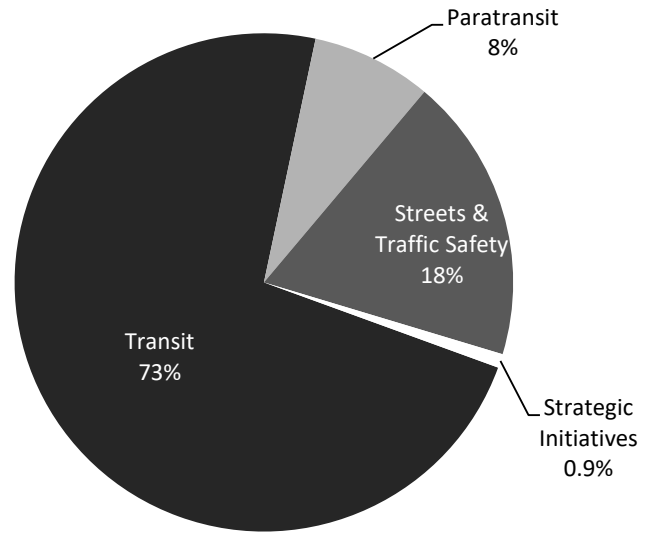
PROP K SALES TAX	1384671	90000	1209671	85000	0	0	0
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 86,181,612	\$ 34,090,507	\$ 28,224,999	\$ 19,378,931	\$ 3,918,112	\$ 569,063	\$ -
Current Request(s)	\$ 60,695,495	\$ -	\$ -	\$ -	\$ 17,280,086	\$ 10,545,950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

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

See detailed scope description and project background, attached.

Project Location

Citywide

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$62,767,638
Justification for Necessary Amendment	
<p>The SFMTA is requesting an amendment to the Prop K Strategic Plan to advance the year in which the \$62,767,638 in requested funds are programmed for allocation from FY2019/20 to FY2018/19 and, in the Purchase Additional Light Rail Vehicles category, to advance the cash flow of the funds from the from FY2023/24 to FY2021/22, resulting in a 0.21% or \$12,096 increase in financing costs to the category (from \$842,583 to \$854,679). This is a negligible increase in finance costs for the Strategic Plan as a whole.</p>	

Light Rail Vehicle (LRV) Procurement Background and Detailed Scope

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

Highlights of the project are:

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

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

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

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

Light Rail Vehicle (LRV) Procurement Background and Detailed Scope

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

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

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

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction	Jul-Aug-Sep	2013		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2014		
Operations				
Open for Use			Oct-Nov-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

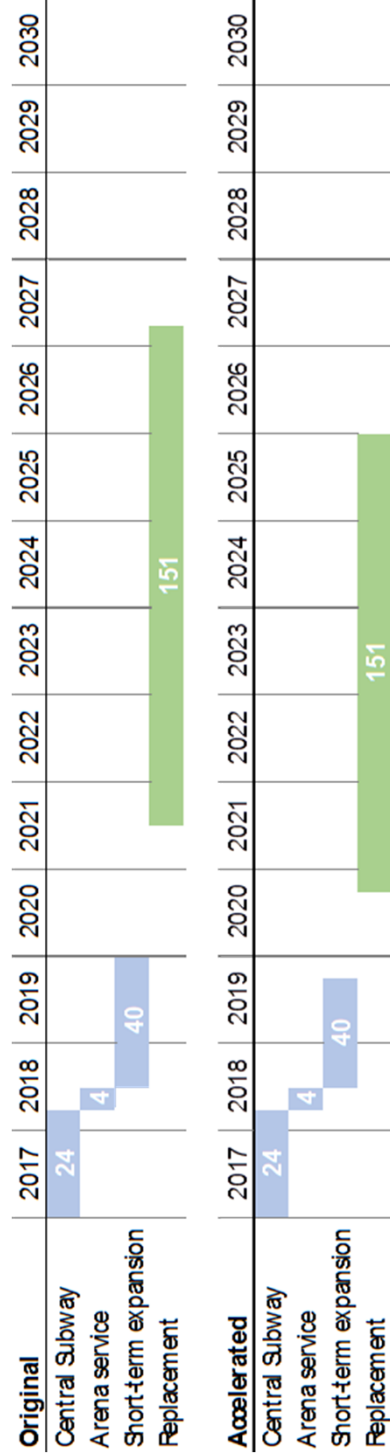
First replacement LRV will be placed in service in December 2020.
Last replacement LRV will be placed in service in December 2025.

See attached schedule for more details.

Light Rail Vehicle Procurement - Contract Summary and Schedule

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

Schedule Comparison



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

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

FUNDING PLAN - FOR CURRENT REQUEST

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

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

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

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

Fund Source	Amount	Status
Metropolitan Transportation Commission Funds		
FTA 5307/5337 formula funds	\$ 397,329,679	Committed per MTC Resolution 4123, approved 12/18/13
Regional Measure 3/FTA Swap	\$ 108,435,990	See attached letter from Leo Levinson, dated 3/19/2019 stating that these funds are committed to the project. Intent is to use RM3 funds, but if they are not available, then MTC and SFMTA will work together to obtain a Letter of No Prejudice from the FTA, which would allow MTC or SFMTA to finance against future federal funds.
AB 664 Bridge Tolls	\$ 14,727,570	Committed per MTC Resolution 4123, approved 12/18/13
Bay Area Toll Authority (BATA) Project Savings	\$ 65,110,666	Committed per MTC Resolution 4123, approved 12/18/13
MTC Subtotal	\$ 585,603,905	
SFMTA Funds		
Prop K (151 replacement vehicles)	\$ 189,328,294	Committed: \$126,560,654 allocated on 10/21/2014; \$62,767,634 request pending
Prop K (24 expansion vehicles)	\$ 4,592,490	Committed: \$4,592,490 allocated by SFCTA 10/21/2014, fully expended
Revenue Bond	\$ 145,050,650	Committed per SFMTAB approval of SFMTA revenue bond series 2013, 2014 and 2017
TIRCP	\$ 113,140,000	Committed per California Transportation Commission Master Agreement No. 645FMTAMA
Educational Revenue Augmentation Fund (ERAF)	\$ 19,247,904	Committed per City and County of San Francisco Ordinance 34-19, approved 2/26/19
Central Subway	\$ 16,800,000	Committed/fully expended (\$10.08 million in FTA funds, \$6.72 million in PTMISEA funds)
Other - FTA 5307	\$ 10,227,539	Committed/ fully expended
SFMTA Operating	\$ 8,000,000	Committed/ fully expended
Educational Revenue Augmentation Fund (ERAF) Backfill	\$ 20,459,409	See attached letter from Leo Levinson, dated 3/19/2019, stating that these funds are committed to the project. SFMTA will determine an SFMTA controlled fund source (e.g. Prop B General Fund, MTA Operating) before the SFMTA Board approves the contract modifications to accelerate procurement, anticipated May 2019.
SFMTA Subtotal	\$ 526,846,286	
Total Funding	\$ 1,112,450,192	

COST SUMMARY

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

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

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

REPLACEMENT VEHICLES (151 LRVS)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Contract Payment Schedule	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 44,209,871	\$ 55,045,728	\$ 93,753,353	\$ 95,475,354	\$ 118,626,692	\$ 123,218,693	\$ 61,532,813	\$ 601,862,505
Project Development Cost Share* (219 LRVS)	\$ 174,849	\$ 6,393,473	\$ 15,696,363	\$ 3,491,927	\$ 8,680,041	\$ 1,455,165	\$ -	\$ 1,175,352	\$ -	\$ -	\$ -	\$ -	\$ 37,067,169
Project Development Cost Share** (175 LRVS)	\$ -	\$ -	\$ -	\$ 2,141,493	\$ -	\$ 610,637	\$ 10,964,286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,716,415
Contract Subtotal	\$ 174,849	\$ 6,393,473	\$ 15,696,363	\$ 5,633,419	\$ 18,680,041	\$ 46,275,672	\$ 66,010,014	\$ 94,928,706	\$ 95,475,354	\$ 118,626,692	\$ 123,218,693	\$ 61,532,813	\$ 652,646,089
Other Costs	\$ -	\$ -	\$ -	\$ -	\$ 725,000	\$ 3,205,216	\$ 4,785,726	\$ 6,797,118	\$ 6,921,963	\$ 8,600,435	\$ 8,933,355	\$ 4,461,129	\$ 44,429,942
Support Costs (7.5%)*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,867,326	\$ 9,140,952	\$ 8,789,377	\$ 10,547,252	\$ 12,656,703	\$ 8,086,227	\$ 53,087,836
Taxes (8.75%)	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 2,210,494	\$ 3,300,501	\$ 4,687,668	\$ 4,773,768	\$ 5,931,335	\$ 6,160,935	\$ 3,076,641	\$ 30,641,340
Contingency (5%)	\$ -	\$ -	\$ -	\$ -	\$ 1,225,000	\$ 5,415,709	\$ 11,953,553	\$ 20,625,738	\$ 20,485,108	\$ 25,079,022	\$ 27,750,993	\$ 15,623,996	\$ 128,159,118
Other Costs Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 1,225,000	\$ 5,415,709	\$ 11,953,553	\$ 20,625,738	\$ 20,485,108	\$ 25,079,022	\$ 27,750,993	\$ 15,623,996	\$ 152,349,207
Cash Need (Grand Total)	\$ 174,849	\$ 6,393,473	\$ 15,696,363	\$ 5,633,419	\$ 19,905,041	\$ 51,691,382	\$ 77,963,567	\$ 115,554,443	\$ 115,960,461	\$ 143,705,714	\$ 150,969,686	\$ 77,156,809	\$ 780,805,207
Cumulative Cash Need	\$ 174,849	\$ 6,568,321	\$ 12,164,684	\$ 17,801,103	\$ 26,486,144	\$ 29,691,353	\$ 34,479,920	\$ 41,277,038	\$ 48,201,983	\$ 56,828,697	\$ 65,762,383	\$ 75,309,192	\$ 780,805,207
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cumulative Funds in Hand	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net Cash Flow	\$ (174,849)	\$ 9,332,091	\$ 11,541,740	\$ 139,417,231	\$ 163,269,609	\$ 169,061,374	\$ 175,163,370	\$ 176,224,628	\$ 234,041,795	\$ 264,555,091	\$ 262,510,684	\$ 340,073,126	\$ (173,698,422)
Tentative LRV Delivery Schedule**					15	26	25	32	36	37	17		151 LRVS

EXPANSION VEHICLES (68 LRVS)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Contract Payment Schedule	\$ 3,764,038	\$ 427,650	\$ 39,588,455	\$ 148,714,904	\$ 32,168,414	\$ 54,337,701	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279,001,161
Project Development Cost Share* (219 LRVS)	\$ 233,132	\$ 2,879,180	\$ 7,068,561	\$ 1,572,523	\$ 3,908,892	\$ 655,306	\$ -	\$ 529,298	\$ -	\$ -	\$ -	\$ -	\$ 16,846,892
Project Development Cost Share** (175 LRVS)	\$ -	\$ -	\$ -	\$ 340,370	\$ -	\$ 97,055	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,425
Contract Subtotal	\$ 3,997,170	\$ 3,306,829	\$ 46,657,016	\$ 150,627,797	\$ 36,077,306	\$ 55,090,062	\$ -	\$ 529,298	\$ -	\$ -	\$ -	\$ -	\$ 296,285,478
Other Costs	\$ 199,858	\$ 165,341	\$ 2,332,851	\$ 7,514,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,212,422
Support Costs (7.5%)*	\$ 339,759	\$ 281,080	\$ 3,965,846	\$ 12,774,431	\$ 3,066,571	\$ 4,674,406	\$ -	\$ 44,990	\$ -	\$ -	\$ -	\$ -	\$ 25,147,085
Taxes (8.75%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (5%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Costs Subtotal	\$ 539,618	\$ 446,422	\$ 6,298,697	\$ 20,288,803	\$ 3,066,571	\$ 4,674,406	\$ -	\$ 44,990	\$ -	\$ -	\$ -	\$ -	\$ 35,359,507
Cash Need (Grand Total)	\$ 4,536,788	\$ 3,753,251	\$ 52,955,713	\$ 170,916,599	\$ 39,143,877	\$ 59,764,468	\$ -	\$ 574,288	\$ -	\$ -	\$ -	\$ -	\$ 331,644,985
Cumulative Cash Need	\$ 4,536,788	\$ 8,290,039	\$ 61,245,752	\$ 232,162,351	\$ 271,306,229	\$ 331,070,697	\$ 331,070,697	\$ 331,644,985	\$ 331,644,985	\$ 331,644,985	\$ 331,644,985	\$ 331,644,985	\$ 331,644,985
Funds Programmed	\$ -	\$ -	\$ 59,408,539	\$ 3,092,490	\$ 59,592,000	\$ 30,667,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152,760,029
Cumulative Funds in Hand	\$ -	\$ -	\$ 59,408,539	\$ 62,501,029	\$ 122,093,029	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029
Net Cash Flow	\$ (4,536,788)	\$ 55,655,288	\$ 9,545,316	\$ (48,823,570)	\$ 113,616,152	\$ 92,995,561	\$ 152,760,029	\$ 152,185,741	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029	\$ 152,760,029	\$ (126,241,132)
LRV Delivery Schedule					27	40							68 LRVS

Total Net Cash Flow*	\$ 4,711,637	\$ 14,858,361	\$ 85,510,437	\$ 260,060,456	\$ 319,109,374	\$ 430,565,223	\$ 508,528,790	\$ 624,657,521	\$ 740,617,983	\$ 884,323,697	\$ 1,035,295,382	\$ 1,112,450,192	\$ 1,112,450,192
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*Positive total net cash flow indicates expected savings due to acceleration

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

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

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

SFMTA	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
Prop K (151 replacement vehicles)	-	-	-	-	19,213,993	32,374,181	26,551,743	50,954,350	58,161,888	2,072,139	-	189,328,294
Rev Bond	15,725,564	11,512,539	117,812,547	-	-	-	-	-	-	-	-	145,050,650
CCSF - ERAF	-	-	-	19,247,904	-	-	-	-	-	-	-	19,247,904
Prop K (24 expansion vehicles)	-	3,092,490	1,500,000	-	-	-	-	-	-	-	-	4,592,490
Central Subway	-	-	13,000,000	3,800,000	-	-	-	-	-	-	-	16,800,000
Operating	8,000,000	-	-	-	-	-	-	-	-	-	-	8,000,000
Other - FTA 53307	10,227,539	-	-	-	-	-	-	-	-	-	-	10,227,539
TIRCP	41,181,000	-	45,092,000	26,867,000	-	-	-	-	-	-	-	113,140,000
ERAF Backfill	-	-	-	18,876,096	-	1,583,313	-	-	-	-	-	20,459,409
Total SFMTA	75,134,103	14,605,029	177,404,547	49,914,904	38,090,089	33,957,494	26,455,082	50,954,350	58,258,549	2,072,139	-	526,846,286
Total Funding	75,134,103	14,605,029	177,404,547	109,032,918	58,810,311	73,541,882	116,128,731	115,960,461	143,705,714	150,969,686	77,156,809	1,112,450,192

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

Prop K/Prop AA Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

Special Conditions

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

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

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

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

Notes

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

SGA Project Number:	117-910abc	Name:	Light Rail Vehicle Procurement - EP-17M
Sponsor:		Expiration Date:	12/31/2026
Phase:	Construction	Fundshare:	17.02

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 +	Total
PROP K EP-117M	\$0	\$0	\$0	\$17,183,425	\$0	\$34,941,598	\$52,125,023

Deliverables

1. Quarterly progress reports shall provide percent complete for the overall project scope, the number of vehicles received, the number of vehicles placed into revenue service, and total expenses incurred (not necessarily invoiced to Prop K) in the previous quarter, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.

Special Conditions

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

2. SFMTA will participate, along with the Transportation Authority and the Metropolitan Transportation Commission, in quarterly project delivery meetings on scope, schedule, budget, cash flow and funding plan, including assessing the plan for potential financing.

3. The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 219 LRVs in a state of good repair, including a mid-life overhaul program providing that funding is available to allow them to meet or exceed expectations for their useful lives per FTA guidelines.

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

Notes

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

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-117U	\$0	\$0	\$0	\$0	\$10,545,950	\$10,545,950

Deliverables

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

Special Conditions

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

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

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

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

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

Notes

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

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	82.57%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$62,767,634
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

JM

CONTACT INFORMATION

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

Prop K 2019 Strategic Plan
Amendment 1 - LRV Procurement

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25
15	Purchase Additional Light Rail Vehicles	\$ 5,677,463	14.84%	Programming \$ 4,694,972 Finance Costs \$ 842,583 Total \$ 5,537,554	\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 475,009,592	13.03%	Programming \$ 411,420,696 Finance Costs \$ 61,883,001 Total \$ 473,303,697	\$ 33,320,938	\$ 56,616,219	\$ -	\$ 3,304,749	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ 84,832,551	9.06%	Programming \$ 76,990,293 Finance Costs \$ 7,686,090 Total \$ 84,676,383	\$ -	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ -

Current Run

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25
15	Purchase Additional Light Rail Vehicles	\$ 5,677,461	15.05%	Programming \$ 4,694,972 Finance Costs \$ 854,679 Total \$ 5,549,651	\$ 96,661	\$ 92,739	\$ 77,490	\$ 74,596	\$ 69,508	\$ 85,448	\$ 73,398
17M	New and Renovated Vehicles-MUNI	\$ 475,009,431	13.03%	Programming \$ 411,420,696 Finance Costs \$ 61,883,179 Total \$ 473,303,874	\$ 85,445,961	\$ 4,491,196	\$ -	\$ 3,304,749	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ 84,832,522	9.06%	Programming \$ 76,990,293 Finance Costs \$ 7,686,365 Total \$ 84,676,658	\$ 10,545,950	\$ -	\$ -	\$ -	\$ 154,282	\$ 1,331,326	\$ 1,149,841

Change from Prior Run

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs
	TOTAL STRATEGIC PLAN - Prior Run	\$ 2,793,528,781	9.11%	Programming \$ 2,480,831,072 Finance Costs \$ 254,528,259 Total \$ 2,735,359,332
	TOTAL STRATEGIC PLAN - Current Run	\$ 2,793,527,918	9.11%	Programming \$ 2,480,831,072 Finance Costs \$ 254,540,857 Total \$ 2,735,371,929
	TOTAL STRATEGIC PLAN - Change	\$ (863)	0.0005%	Programming \$ - Finance Costs \$ 12,597 Total \$ 12,597

Prop K 2019 Strategic Plan
Amendment 1 - LRV Procurement

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

Current Run

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

Change from Prior Run

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



London Breed, Mayor

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

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

Edward D. Reiskin, Director of Transportation

March 19, 2019

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

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

Dear Ms. Chang,

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

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

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

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

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

Sincerely,

Leo Levenson
Leo Levenson
Chief Financial Officer

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



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

Updated March 2019

BACKGROUND

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

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

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

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

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



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

PROGRESS TO DATE

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

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

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

MOTIVATION

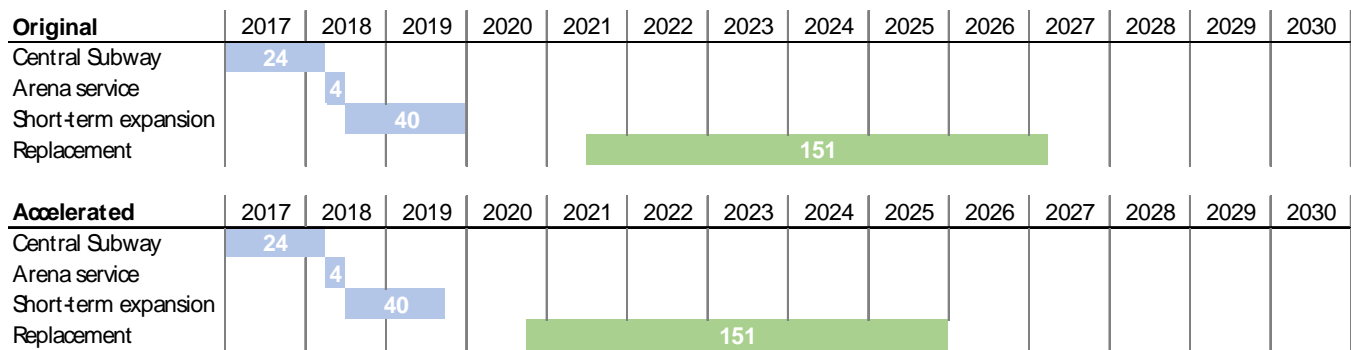
Over recent years, the volume of revenue miles for the Muni light rail operation has grown significantly. The number of annual miles travelled by the legacy Breda fleet has increased by over 20% in the last five years alone. This increased service has strained performance of the Muni rail fleet, especially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



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

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

Figure 1: Original vs. Accelerated Replacement Schedule



BENEFITS

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

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

Direct financial

Escalation

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



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

Deferred heavy overhauls

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

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

Indirect financial

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

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

Operational efficiencies



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

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

COSTS

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

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

Direct financial

Contract modification

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

Financing costs

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



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



Indirect financial

Funding for Future Vehicle Replacements

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

Federal Interest and Early Retirement

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

Direct costs and savings associated with contract acceleration

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

SUMMARY

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



RECOMMENDATION

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

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



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Memorandum

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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,384,671 in Prop K funds to the San Francisco Municipal Transportation Authority (SFMTA) for five requests:</p> <ol style="list-style-type: none"> 1. Fulton Street Safety [NTIP Capital] (\$82,521) 2. Frederick/ Clayton Traffic Calming [NTIP Capital] (\$175,000) 3. The Embarcadero Enhancements (\$550,000) 4. Fisherman's Wharf/Pier 39 Complete Street Improvements (\$175,000) 5. Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital] (\$402,150) <p>SUMMARY</p> <p>We are presenting five SFMTA requests totaling \$1,384,671 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <input checked="" 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 type="checkbox"/> Contracts <input type="checkbox"/> Other: <hr/>
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DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate \$1,384,671 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year (FY) 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Agenda Item 6

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will be briefed on this item at its March 27, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

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

Enclosure – Prop K/AA Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 82,521	\$ 82,521	27%	0%	Planning	1
Prop K	38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$ 175,000	\$ 175,000	51%	0%	Design, Construction	5
Prop K	39	SFMTA	The Embarcadero Enhancements	\$ 550,000	\$ 875,000	28%	37%	Environmental	3, 6
Prop K	39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$ 175,000	\$ 175,000	28%	0%	Planning	3
Prop K	40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$ 402,150	\$ 402,150	25%	0%	Construction	8
TOTAL				\$ 1,384,671	\$ 1,709,671	24%	19%		

Footnotes

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

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$82,521	Develop recommendations and conceptual designs for safety and accessibility improvements for up to 1.5 miles of Fulton Street between Stanyan and LaPlaya bordering Golden Gate Park, segments of which are located on the High Injury Network. The focus of the project is improving pedestrian and bicycle connections between the Richmond District and Golden Gate Park. The project will build on prior work by the San Francisco Planning Department including the Richmond District Strategy and the Golden Gate Park Edges Study. SFMTA will collect community input in Summer and Fall 2019, and complete conceptual designs of prioritized improvements by March 2020.
38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$175,000	Design and construct crosswalk upgrades at up to four intersections and up to ten speed humps/cushions on Frederick Street (Ashbury to Stanyan) and Clayton Street (Waller to Parnassus). These improvements will increase visibility and improve safety for pedestrians. SFMTA will conduct public outreach from April to October 2019, complete design by December 2019, and complete construction by July 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	The Embarcadero Enhancements	\$550,000	<p>The Embarcadero Enhancements project will improve safety, accessibility and comfort for all travelers on The Embarcadero between North Point and Townsend streets by building a physically-protected bikeway to reduce collisions between bicycles and cars. The project will shorten and enhance pedestrian crossings; introduce turn restrictions to simplify intersections; and adjust traffic signals, center medians, streetcar stops, and curb space allocations. Requested funds will support city staff and consultants to prepare traffic and other technical studies, including an historic resources evaluation, as part of the environmental review and continued outreach processes. The project is expected to receive a Categorical Exemption determination under CEQA after these studies are complete. This request, along with other funding, will advance preliminary engineering (survey and 15% design) for the full project scope. It will also support additional public outreach (e.g., a public open house, ongoing stakeholder engagement) and engineering to prioritize and advance a Phase 1 corridor segment approximately 6 blocks long to 35% design, along with obtaining interdepartmental and legislative approvals. SFMTA expects final environmental determination and completion of 35% design of Phase 1 improvements and 15% design of Phases 2 and 3 by April 2020. The conceptual level cost estimate for construction of the entire project is \$54 million, with the initial segment estimated at \$18 million.</p>
39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$175,000	<p>Plan complete-street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets in conjunction with potential ingress/egress changes to the Pier 39 parking garage that would support a two-way protected bikeway on The Embarcadero (see prior project). Project will potentially also include circulation and curbspace management changes on Beach Street (Mason Street to the Embarcadero), and capital/operational upgrades to the historic streetcar turnaround at Stockton Street. SFMTA expects to complete technical analysis, stakeholder outreach and selection of preferred concept by June 2020.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTP Capital]	\$402,150	Improve the north pedestrian crossing of Diamond Heights Boulevard at Sussex Street by adding a marked crosswalk, rectangular rapid flashing beacons, and four new curb ramps on three bulbouts, with wider sidewalks for both the north and east crossings. Ancillary improvements include reducing the speed limit north of the intersection, removing nine parking spaces to improve sightlines between drivers and pedestrians, and closing the north and south crossings of Diamond Heights Boulevard at Arbor Street to channel pedestrians to the improved crossing at Sussex Street. SFMTA anticipates receiving environmental clearance in March 2019. Design was at 65% in February 2019 and SFMTA expects to reach 100% by June 2019, and have the project open for use by March 2020.
TOTAL			\$1,384,671	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 82,521	
38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$ 175,000	The Transportation Authority is recommending a multi-phase allocation to avoid the loss of District 5 NTIP funds that are available in Fiscal Year 2018/19. Special Condition: \$135,000 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of the final list of locations and traffic calming measures, as confirmed by the District Supervisor, and an updated construction schedule.
39	SFMTA	The Embarcadero Enhancements	\$ 550,000	
39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$ 175,000	
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$ 402,150	Fulfills intent to allocate \$325,000 in District 8 NTIP funds approved by the Board on November 29, 2016. This request is for \$402,150, however only \$325,000 will come from the District 8 NTIP allotment. The \$77,150 cost increase is due to updated cost estimates based on current market conditions and final scope elements. Special Condition and Policy Waiver: The recommended allocation requires a Strategic Plan policy waiver to allocate construction funds prior to environmental clearance and substantial completion of the design phase. We are recommending approval to prevent loss of NTIP Cycle 1 funds which need to be allocated by July 1. The recommended \$402,150 in Prop K funds would remain on reserve until the SFMTA provides evidence of environmental clearance (anticipated March 2019) and of final design (anticipated by June 2019) along with an updated cost estimate. If costs increase, SFMTA shall provide an updated funding plan.
TOTAL			\$1,384,671	

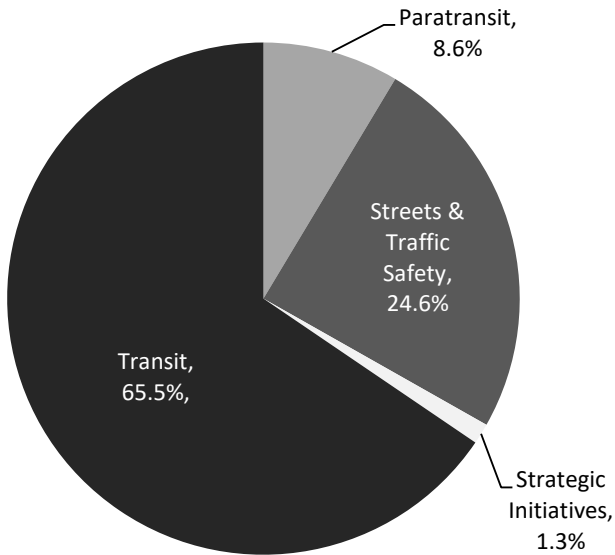
¹ See Attachment 1 for footnotes.

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

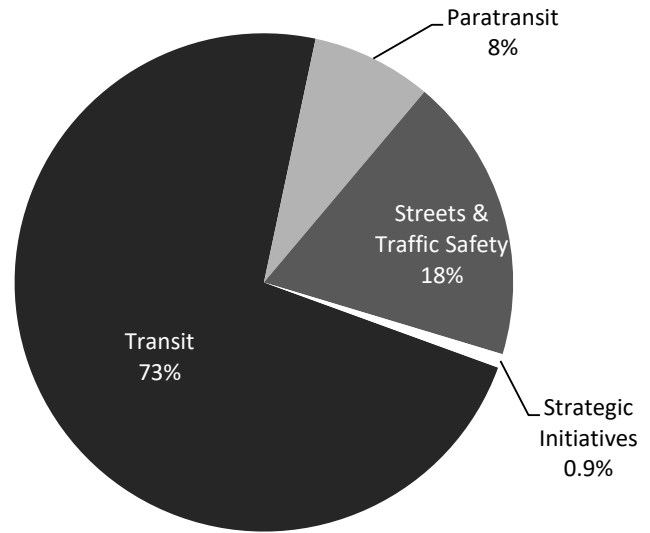
PROP K SALES TAX		60695495	60695495				
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 146,877,107	\$ 94,786,002	\$ 28,224,999	\$19,378,931	\$3,918,112	\$569,063	\$ -
Current Request(s)	\$ 1,384,671	\$ 90,000	\$ 1,209,671	\$ 85,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 148,261,778	\$ 94,876,002	\$ 29,434,670	\$ 19,463,931	\$ 3,918,112	\$ 569,063	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date





Memorandum

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

RECOMMENDATION Information Action

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

SUMMARY

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

Bay Area Rapid Transit District (BART)

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

San Francisco Municipal Transportation Agency (SFMTA)

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

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

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

DISCUSSION**Background.**

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

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

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

Estimated Available Funds.

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

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

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

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

	Revised Estimate (February 2019)	Original Estimate (November 2018)	Increase / (Decrease)
STA Revenues (FY 2018/19)	\$3,813,938	\$3,813,938	No change
STA Revenues (FY 2019/20)	\$4,448,795	\$3,852,077	\$596,718
Total STA Funds	\$8,262,733	\$7,666,015	\$596,718
40% - SFMTA Paratransit Program	\$3,305,093	\$3,066,406	\$238,687
60% - SF LTP Cycle 1	\$4,957,640	\$4,599,609	\$358,031

Prioritization Process.

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

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

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

Staff Recommendations.

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

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

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

Next Steps.

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

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at its March 27, 2019 meeting.

SUPPLEMENTAL MATERIALS

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

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

Attachment 3 – Applications Received

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

Attachment 5 – Project Summary Sheets

Attachment 6 – Proposed Staff Recommendations

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

Last update: March 2019

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

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



Attachment 2.
Fiscal Year 2018/19 and 2019/20 State Transit Assistance
County Block Grant Program Framework (as adopted on December 11, 2018)

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

RECOMMENDED SPLIT BETWEEN PARATRANSIT AND OTHER STA ELIGIBLE USES

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

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

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

SF LTP CYCLE 1

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

Eligibility.

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

Project Prioritization.

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

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

**Attachment 3
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Applications Received**

# ¹	Sponsor ²	Project Name	Project Description	Match % ³	Match Sources	Total Project Cost	Requested Lifeline Funding
1	BART	Elevator Attendant Initiative	Elevator attendants will continue to operate BART/Muni street and platform elevators at the Civic Center and Powell St. stations during the 21 hour period that the stations are open. Their presence in the elevators is intended to help discourage undesirable behaviors, improve elevator cleanliness and performance, reduce fare evasion, reduce maintenance costs, and improve access and accessibility for customers who rely on these elevators to enter into and exit out of the transit systems. According to BART, more than 100,000 customers use the elevators in the program each month. Requested SF LTP and local match funds from BART and SFMTA would fund the current pilot project for two more years (Fiscal Years 2019/20 - 2020/21).	15%	BART and SFMTA Operating Funds	\$3,048,000	\$2,600,000
2	SFMTA	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods	This pilot project will expand eligibility criteria for Paratransit Plus, a non-ADA paratransit taxi service, to provide same day trips to medical services for low-income patients with mobility needs at the Potrero Hill Health Center and Southeast Health Center (See Attachment 4 map). SFMTA, SF Department of Public Health (SFDPH), and the non-profit Community Living Campaign will hire and train a transportation liaison to provide one-on-one services patients to assess their trip needs for medical related travel and to develop a specialized plan to ensure they have access to transportation options to attend medical services. In addition, the liaison will assist in completing applications for transportation services and conduct follow up with patients. At least 75 participants in the expanded Paratransit Plus program will receive up to \$120 worth of taxi value each month to access medical services at the Potrero Hill Health Center and Southeast Health Center as well as other healthcare services throughout the city. Eligible locations will be geofenced using the debit card technology used by riders and taxis. This three year pilot would cover Fiscal Years 2019/20 - 2021/22. SFDPH and SFMTA will evaluate the pilot to see if it improves access to medical care.	21%	Taxi Revenue and Department of Public Health Funds	\$498,600	\$396,300
3	SFMTA	Continuing Late Night Transit Service to Communities in Need	Project will enable continued owl service on key segments of the 48 Quintara/24th Street (12:00 am to 6:00 am) and 44 O'Shaughnessy (12:30 am to 5:00 am). These routes serve several Communities of Concern and Muni Equity Strategy neighborhoods. Requested SF LTP and local match funds would support two years of service (Fiscal Years 2020/21 to 2021/22).	57.2%	SFMTA Operating funds	\$3,763,158	\$1,609,700
					TOTAL:	\$7,309,758	\$4,606,000
					Total SF LTP Funds Available:		\$4,957,640
						Difference⁴:	\$351,640

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

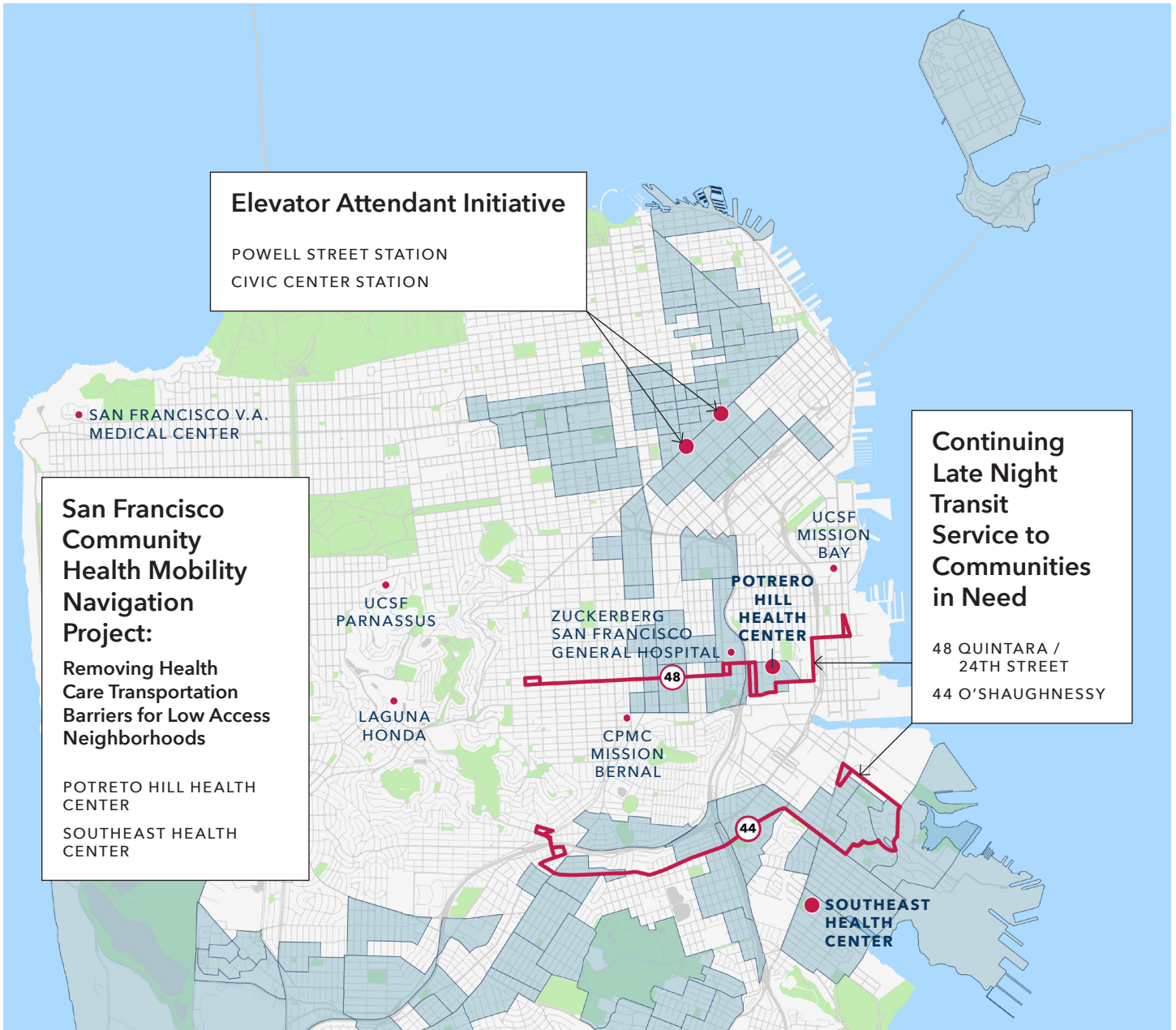
² Sponsor acronyms include Bay Area Rapid Transit District (BART) and San Francisco Municipal Transportation Agency (SFMTA).

³ Projects are required to have a local match of at least 10%.



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

SAN FRANCISCO LIFELINE TRANSPORTATION PROGRAM Cycle 1 – Recommended Projects



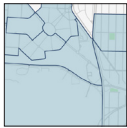
Elevator Attendant Initiative
 POWELL STREET STATION
 CIVIC CENTER STATION

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

POTRETO HILL HEALTH CENTER
 SOUTHEAST HEALTH CENTER

Continuing Late Night Transit Service to Communities in Need

48 QUINTARA / 24TH STREET
 44 O'SHAUGHNESSY



Blue backgrounds denote Communities of Concern (CoCs)

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

Continuing Late Night Transit Service to Communities in Need

Sponsor: San Francisco Municipal Transportation Agency

Recommended SF LTP Cycle 1 Programming: \$1,609,700

Phase: Transit Service

Districts: 8, 9, 10 and 11

Scope:

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

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

Lifeline Transportation Program funds have funded this service since 2015.

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

Reporting and Performance Metrics:

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

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

Schedule and Cost:

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

Schedule and Cost by Route:

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

Funding Plan:

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

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

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

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

Sponsor: San Francisco Municipal Transportation Agency

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

Phase: Operations

Districts: citywide

Scope:

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

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

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

Race/Ethnicity:

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

Health Insurance:

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

Income:

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

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

Race/Ethnicity:

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

Health Insurance

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

Income

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

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

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

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

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

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

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

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

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

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

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

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

Reporting and Performance Metrics:

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

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

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

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

Schedule and Cost:

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

Funding Plan:

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

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

Elevator Attendant Initiative

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

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

Recommended Phase: Operations

Districts: 3, 6

Scope:

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

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

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

The following are objectives related to the project goals:

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

Reporting and Performance Metrics:

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

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

Schedule and Cost:

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

Funding Plan:

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

Hunters Point Family (HPF) Elevator Attendant Budget:

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

Attachment 5
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1
Summaries of Projects Recommended for Funding

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

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

Medical Service Referral Locations

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

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

Preliminary List of Approved Pharmacies

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

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

Preliminary List of Approved Pharmacies

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

Attachment 6
San Francisco Lifestline Transportation Program (SF LTP) Cycle 1
Staff Recommendation ¹

Rank ¹	Sponsor Agency ²	Project Name	Total Project Cost	SF LTP Funds Requested	SF LTP Funds Recommended	District(s)	Notes
1	SFMTA	Continuing Late Night Transit Service to Communities in Need	\$3,763,158	\$1,609,700	\$1,609,700	8, 9, 10, 11	We recommend fully funding this project. This project was the only application for transit service. Lifeline funds from the former regional LTP established late night Muni service on the 44 O'Shaughnessy and the 48 Quintara/24th Street lines and funded the service through June 30, 2019. This grant would continue that service for two additional years. The project serves multiple Communities of Concern and Muni Equity Strategy neighborhoods.
2	SFMTA	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods	\$498,600	\$396,300	\$396,300	citywide	We recommend fully funding this project. The project ranked second because it will address a significant unmet mobility need for low-income San Franciscans who need help with getting transportation to medical services. The project will benefit Communities of Concern, and addresses a gap in healthcare access identified in MTC's Coordinated Public Transit-Human Services Transportation Plan.
3	BART	Elevator Attendant Initiative	\$3,048,000	\$2,600,000	\$2,600,000	3, 6	We recommend fully funding this project. The project ranked third because it does not directly provide transit service that increases mobility for low income persons, which the Transportation Authority identified as the highest priority project type for SF LTP Cycle 1 funds. According to BART, the two stations in the program - Powell and Civic Center - serve a large share of low income riders. Forty percent of riders boarding at these two stations come from a home origin with an annual household income under \$50,000, and more than half are minorities.
Total:				\$7,309,758	\$4,606,000		
				Contingency³			
				Total Recommended + Contingency			
					\$351,640		
					\$4,957,640		

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

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

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



Memorandum

Date: March 20, 2019
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 04/09/19 Board Meeting: Proposed Fiscal Year 2018/19 Budget Amendment

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the adopted Fiscal Year (FY) 2018/19 budget to increase revenues by \$12,647,789, decrease expenditures by \$46,269,902 and decrease other financing sources by \$121,000,000 for a total net decrease in fund balance of \$62,082,309.</p> <p>SUMMARY</p> <p>Every year we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2018, through Resolution 18-61, the Board adopted the FY 2018/19 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2018/19 Budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2018/19 Budget be amended as shown in Attachment 1. For additional detail see Attachment 2 showing budget line item detail and Attachment 3 for detailed budget explanations by line item.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

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

Discussion.

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

Agenda Item 8

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

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

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

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

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at its March 27, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed Fiscal Year 2018/19 Budget Amendment

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

Attachment 3 – Fiscal Year 2018/19 Budget Amendment Explanations



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

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



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

	Proposed Budget Amendment by Fund						Proposed Budget Amendment Fiscal Year 2018/19	Increase/ (Decrease)	Adopted Budget Fiscal Year 2018/19
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program				
Revenues:									
Sales Tax Revenues	\$ 109,655,485	\$ -	\$ -	\$ -	\$ -	\$ 109,655,485	\$ 3,193,849	\$ 106,461,636	
Vehicle Registration Fee	-	-	-	4,930,000	-	4,930,000	-	4,930,000	
Interest Income	2,510,000	-	1,500	10,000	-	2,521,500	1,976,222	545,278	
Program Revenues									
Federal									
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	46,264	46,264	(1,251,596)	1,297,860	
BART Travel Incentives Program	-	9,709	-	-	-	9,709	9,709	-	
Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	5,542,435	-	-	-	5,542,435	5,542,435	-	
Highway Bridge Program - Yerba Buena Island Bridge Structures	-	3,177,360	-	-	-	3,177,360	-	3,177,360	
South of Market Freeway Ramp Intersection Safety Improvement Study	-	132,204	-	-	-	132,204	53,277	78,927	
Strategic Highway Research Program	-	26,950	-	-	-	26,950	26,950	-	
Surface Transportation Program 3% Revenue and Augmentation	3,409	2,649,369	-	-	-	2,652,778	930,917	1,721,861	
State									
Planning, Programming & Monitoring SB45 Funds	-	136,944	-	-	-	136,944	136,944	-	
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	362,511	-	-	-	362,511	362,511	-	
Regional									
BATA - I-80/Yerba Buena Island Interchange Improvement	-	1,938,487	-	-	-	1,938,487	927,102	1,011,385	
SF OEWD - South of Cesar Chavez Area Plan	-	110,000	-	-	-	110,000	-	110,000	
SF Planning - Hub and Civic Center	-	4,540	-	-	-	4,540	4,540	-	
SF Planning - ConnectSF	-	25,000	-	-	-	25,000	25,000	-	
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	40,000	40,000	-	
SF Planning & SFMTA - Travel Demand Modeling Assistance	-	250,000	-	-	-	250,000	-	250,000	
SF Public Works - 19th Ave Combined City Project & Lombard Street VZ Project	-	25,146	-	-	-	25,146	25,146	-	
SFMTA - Lombard Crooked St Reservations & Pricing System Development	-	192,358	-	-	-	192,358	(1,642)	194,000	
San Mateo County Transportation Authority - U.S. 101/I-280 Managed Lanes	-	537,114	-	-	-	537,114	266,614	270,500	
WETA - Solano Water Transit Study	-	19,685	-	-	-	19,685	19,685	-	
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	2,165,341	2,165,341	302,641	1,862,700	
TIDA - Yerba Buena Island Bridge Structures	-	411,661	-	-	-	411,661	-	411,661	
Vehicle Registration Fee Revenues (TFCA)	-	-	759,899	-	-	759,899	-	759,899	
Contributions									
Schmidt Family Foundation/The 11th Hour Project - TNC Research	-	125,000	-	-	-	125,000	50,000	75,000	
Toyota Mobility Foundation - D10 Mobility Study	-	14,872	-	-	-	14,872	570	14,302	
Other Revenues									
Clean Transportation Scavenger Hunt	-	-	-	-	-	-	4,915	-	
San Francisco Dept of Environment - Shower Facilities	4,915	-	-	-	-	4,915	4,915	-	
Sublease of Office Space	4,000	-	-	-	-	4,000	2,000	2,000	
	42,720	-	-	-	-	42,720	-	42,720	
Total Revenues	112,220,529	15,731,345	761,399	4,940,000	2,211,605	135,864,878	12,647,789	123,217,089	

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



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

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

No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
1.	Sales Tax Revenue	\$106,461,636	\$3,193,849	\$109,655,485	Based on FY 2018/19 sales tax revenues earned through January 2019, we project sales tax revenues to increase compared to the budgeted revenues for FY 2018/19 by 3% or \$3.19 million. The majority of the increase is because the California Department of Tax and Fee Administration implemented a new system in May 2018 and changed its allocation method for the distribution of sales tax revenues. A portion of FY 2017/18 sales tax revenues normally received in September 2018 are now accounted for as part of FY 2018/19 revenues. This projection is aligned with the San Francisco Controller's Office's revised projection of its FY 2018/19 sales tax revenue.
2.	Interest Income	\$545,278	\$1,976,222	\$2,521,500	In November 2017, we issued Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Interest income has increased mainly due to a higher than anticipated bond proceeds bank balance as a result of the low number of invoices received from project sponsors. This amendment increases Interest Income by \$1,976,222.
Program Revenues					
3.	Treasure Island Mobility Management Agency (TIMMA) Program	Federal Revenues: \$1,297,860 Regional Revenues: \$1,862,700	\$(1,251,596) \$302,641	\$46,264 \$2,165,341	The original work scope for FY 2018/19 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design, pending Board adoption of toll policies. We anticipated adoption of toll policies in December 2018; however, the TIMMA Board has requested analysis of additional toll policy alternatives. System Integration should not proceed until toll policies are adopted, now estimated for July 2019. The estimated contributions from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) funds need to be updated to reflect the reduced work scope and need in this fiscal year.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memorandum

Date: March 20, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 04/09/19 Board Meeting: Exercise Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000

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

Background.

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

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

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

Contract Structure.

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

Existing and Projected Need.

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

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

FINANCIAL IMPACT

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

Agenda Item 9

will be funded by a combination of federal and state grants, funding from other agencies, and Prop K funds.

CAC POSITION

The CAC will consider this item at its March 27, 2019 meeting.

SUPPLEMENTAL MATERIALS

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

Attachment 1

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

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

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

Attachment 1

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

Attachment 1

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

Attachment 1

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



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Memorandum

Date: March 6, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/12/19 Board Meeting: Update on the Caltrain Modernization Program and Business Plan

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>As required by the Funding Partners Oversight Protocol for Caltrain’s Modernization Program, known as CalMod, the Director of Caltrain will present at the Board of Supervisors twice a year on the CalMod Program and answer questions regarding its status. The first of such presentations this calendar year will take place at this meeting, and will also include an update on Caltrain’s Business Plan, which is currently under development. This memo is intended as a supplement to the attached presentation (Attachment 1).</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

The Caltrain Modernization Program or CalMod is a \$2.26 billion suite of projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality. The Electrification Project, which is scheduled to be operational by 2022, has two components: electrification of the Caltrain line between San Jose and San Francisco, and purchase of electric multiple-unit vehicles to operate on the electrified railroad. The Caltrain Positive Train Control Project is scheduled to be operational by 2020.

The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. With the signing of the Full Funding Grant Agreement by the Federal Transit Administration (FTA) in 2017, Caltrain issued notices to proceed to its contractors for corridor electrification and purchase of electric trains.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners such as the three Joint Powers Board member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, the Metropolitan Transportation Commission and the California High Speed Rail Authority. Funding contributions were codified in a series of memorandums of agreement, one of which included an oversight protocol. The three Joint Powers Board counties have a local contribution of \$80 million each to the \$2.26 billion CalMod program. The

Transportation Authority has committed about \$41 million primarily from the Prop K and One Bay Area Grant programs, and all but \$4.9 million in Prop K funds have been allocated. The SFMTA has committed the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond.

Caltrain Business Plan. With implementation of Positive Train Control and the Peninsula Corridor Electrification Program underway, Caltrain recognized the opportunity to articulate a long-term business strategy for the future of the system. The Caltrain Board discussed the initial concept for a Caltrain Business Plan in April 2017. The Caltrain Board reviewed a draft scope of work for the Business Plan in December 2017 and adopted a final Business Strategy and Scope of Work in February 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as an organizational analysis and an assessment of Caltrain's interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in 2019.

DISCUSSION

The paragraphs below provide a brief status update on the CalMod program, including Positive Train Control and the Peninsula Corridor Electrification Project. Representatives from the JPB will provide a brief update on these projects, as well as on the Caltrain Business Plan at the Board meeting.

Positive Train Control (PTC): On March 1, 2018, Caltrain awarded a \$49.5 million contract to Wabtec Corporation for the completion of the PTC project, finalizing the transition from the contract with Parsons Transportation Group for Communications Based Overlay Signal System (CBOSS)/PTC, which was terminated on February 22, 2017 for non-performance. After evaluating all possible options, Caltrain staff concluded that they needed to abandon the CBOSS portion of the project and concentrate on the completion of the PTC portion if they were to meet the Federal Railroad Administration (FRA) deadline of December 2018, which led to the Wabtec award. Caltrain staff determined that approximately 80% of the work product of the CBOSS work already performed would be able to be repurposed for the PTC. In December 2018, Caltrain completed FRA's required statutory substitute criteria and submitted an Alternative Schedule request for FRA approval. The Alternative Schedule calls for full system certification by December 2020. Final approval of the Alternative Schedule was received from FRA in early January.

As of December 31, 2018, expenditures and accruals reached \$225.09 million on the project, with work estimated at 70.25% complete. Wabtec continues the installation of on-board equipment, which is scheduled for completion in April 2019. It has completed Critical Features testing on the entire Caltrain property and punch list items are being addressed. Vehicle Acceptance Testing began on all PTC-installed locomotives and cab cars to ensure PTC equipment is functional under real-time track conditions. Field Integrated Testing is also underway. Wayside equipment audit and TASI (the contractor that operates the trains for Caltrain) training is also complete. Field verification and validation testing continues.

Peninsula Corridor Electrification Project (PCEP): In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million limited Notice to Proceed, pending execution of the FTA Full Funding Grant Agreement, which was delayed by three-and-a-half months. Having received the Full Funding Grant Agreement on May 23, 2017, Caltrain issued full Notice to Proceed on June 19, 2017.

Agenda Item 10

As of January 31, 2019, expenditures on the PCEP reached \$620,461.629, 31.33% of the \$1.98 billion budget. Work is progressing on foundations, poles and cantilever arm installation for the overhead contact system. Work is also ongoing on the traction power substations and paralleling stations. The contractor for tunnel modifications is making good progress on the 100-year old San Francisco tunnels.

On September 6, 2016 Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million Electric Multiple Units contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full NTP on June 1, 2017. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured in Salt Lake City. Major systems designs have been finalized and frozen to commence prototype testing and series production. Software-intensive systems, such as passenger information systems and train monitoring and diagnostic systems are scheduled for completion by fourth quarter or June 2019. Subsystem components (HVAC, propulsion, brakes, passenger seats, doors) manufacturing continues. First Article Inspections of initial production equipment are underway, with 38 of 69 First Article Inspections completed to date. Carshell fabrication continues. The first 10 car shells are undergoing installation of mounting brackets, conduits and thermal insulation at Stadlers' Salt Lake facility. 13 of 133 shells have been shipped from Switzerland to date. Revenue service demonstration is scheduled for August 2022.

Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available:

Peninsula Corridor Electrification Project reports:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#electric

Positive Train Control reports:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#ptc

We are cautiously optimistic that CalMod will be delivered on time and on budget. The primary risk items that we are monitoring include track access for both the PCEP and PTC, which is a factor for many capital projects that Caltrain is advancing, and differing site conditions that require pole and guy wire foundations to be relocated.

FINANCIAL IMPACT

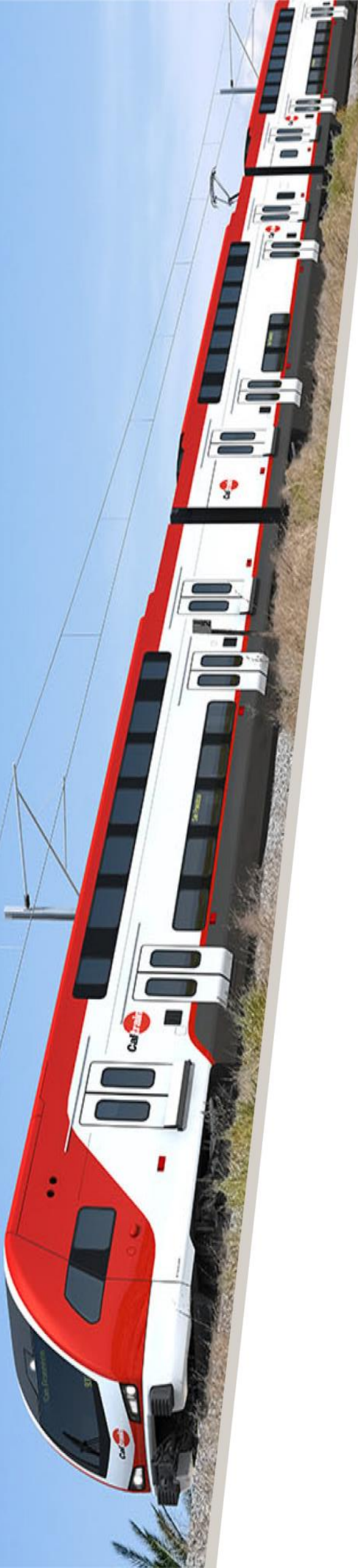
None. This is an information item.

CAC POSITION

The CAC will be briefed on this information item at its March 27 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Caltrain update (presentation)



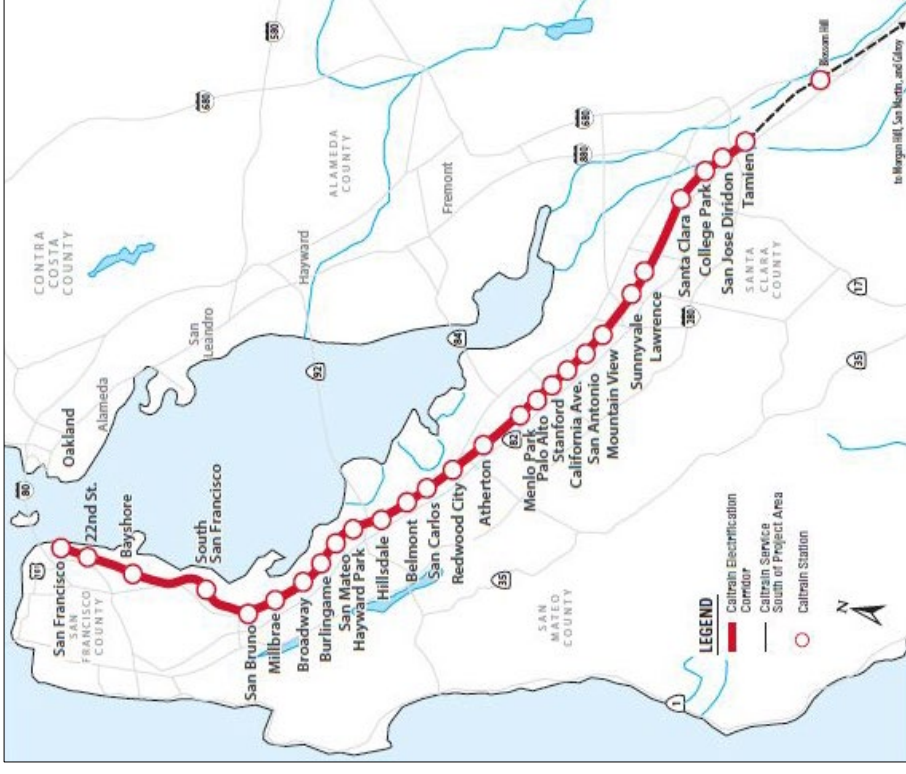
CALTRAIN UPDATE

SFCTA Citizens Advisory Committee March 2019





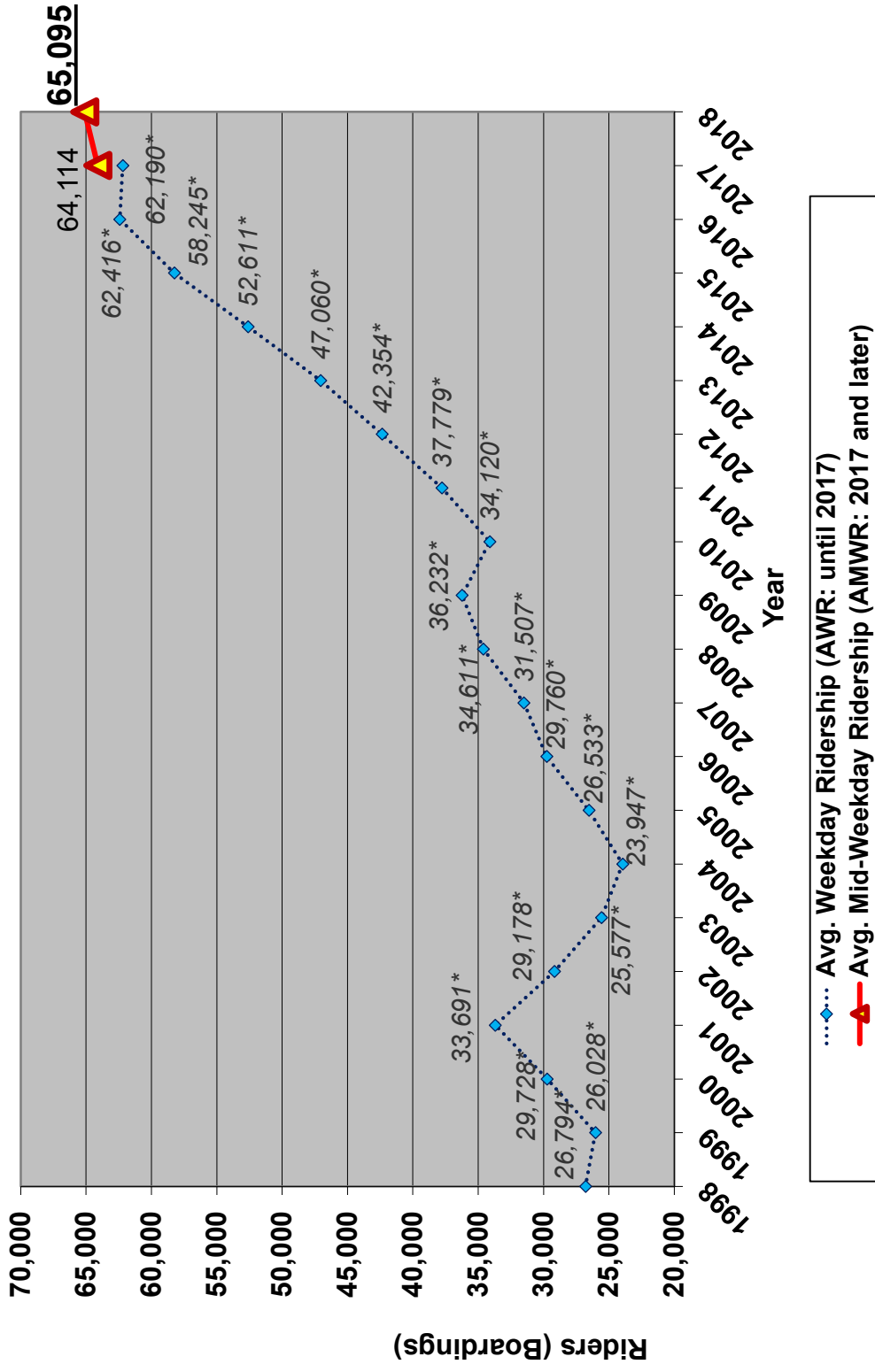
Caltrain owns
(SF to SJ)



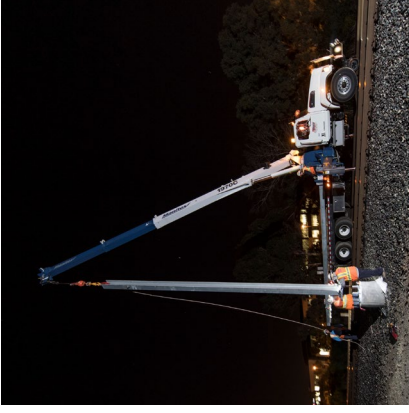
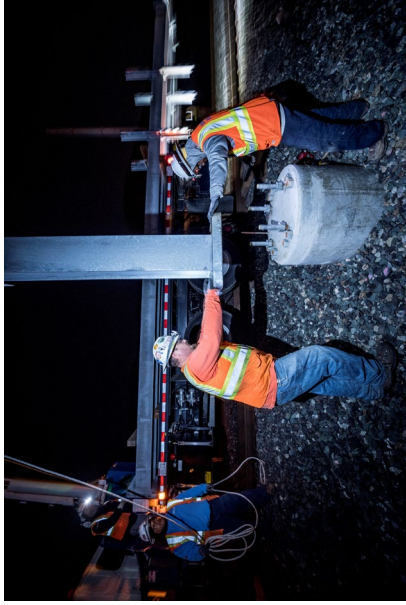
- 77 Miles, 32 Stations
- 92 Weekday Trains
- Tenants (Altamont Corridor Express, Capitol Corridor, Amtrak, Freight)



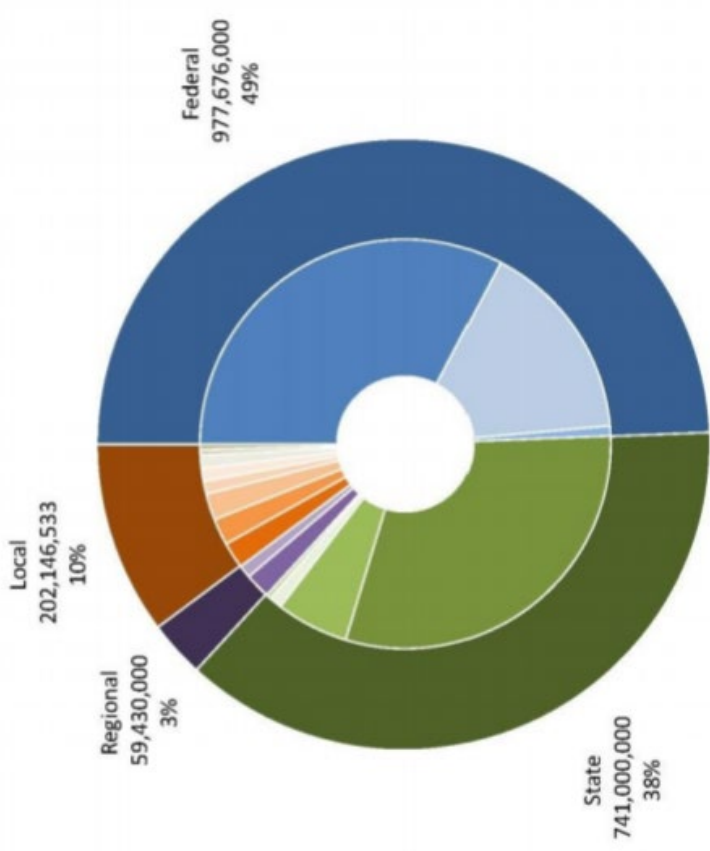
Union Pacific owns (SJ to Gilroy)



Area	Project	Service
<p>51 miles</p> <p>San Francisco to San Jose (Tamien Station)</p>	<p>Electrification:</p> <ul style="list-style-type: none">• Overhead Wiring• Traction Power Facilities <p>Electric Trains (EMUs)</p> <ul style="list-style-type: none">• 19 seven-car trainsets (133 cars)	<p>Up to 79 mph</p> <p>Service Increase</p> <ul style="list-style-type: none">• 6 trains / hour / direction• More station stops / reduced travel time• Restore weekday Atherton & Broadway service <p>Mixed-fleet service (interim period)</p> <p>Continue tenant service</p> <ul style="list-style-type: none">• Altamont Corridor Express, Capitol Corridor, Amtrak, Freight

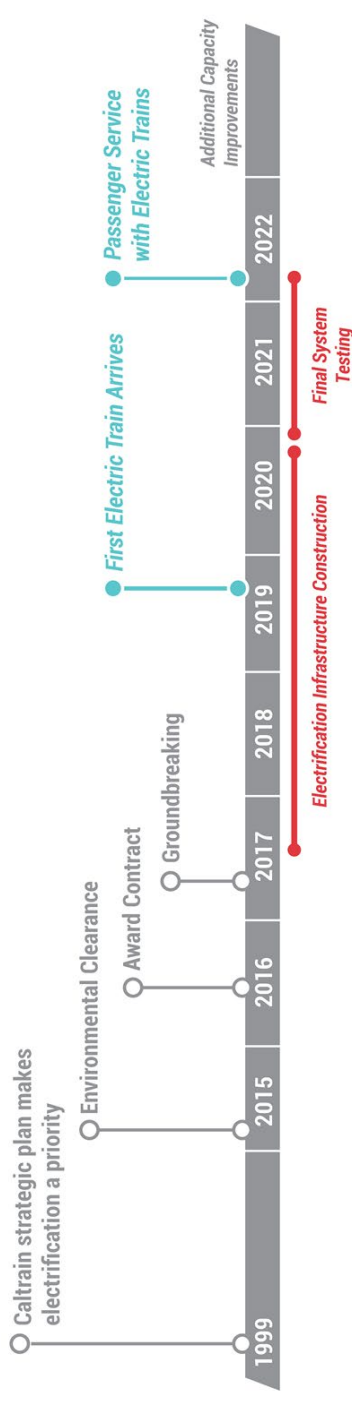


Over 600+ foundations, 300+ poles installed; 8 train cars at the new Utah facility



SF Contribution, ~\$60M

MILESTONES



*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.

PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC.

- Caltrain's PTC system will be fully operational by 2020.
- PTC serves as a redundancy that overlays with existing safety and signaling systems.

KEY BENEFITS: IMPROVING SAFETY



- Eliminates risk of train-to-train collisions
- Reduces risk of over-speed derailments
- Provides additional safety for railroad workers

BUDGET

Prop 1A - State	\$105,445
Prop 1B - State	\$28,753
Federal	\$90,446
Local	\$55,609
Total	\$280,253

Caltrain Business Plan

Project Update
July 2018 through January 2019



What is the Caltrain Business Plan?

What

Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why

Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

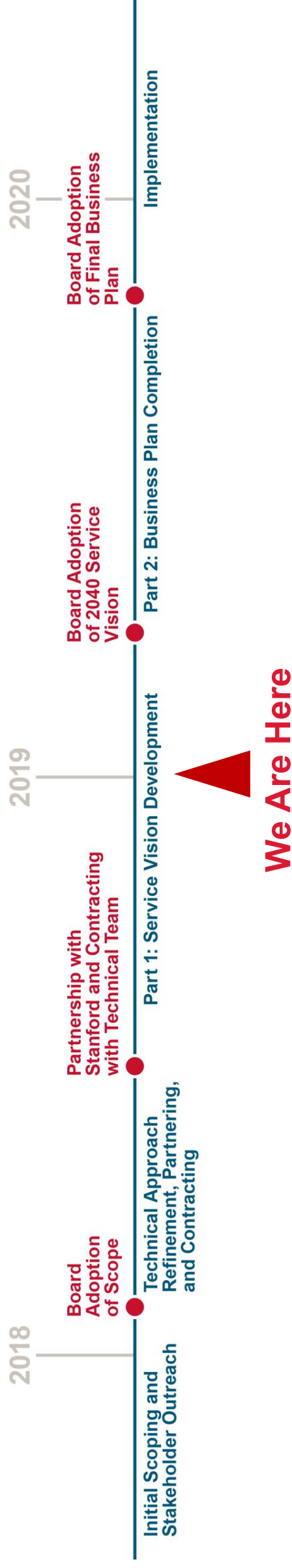
- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



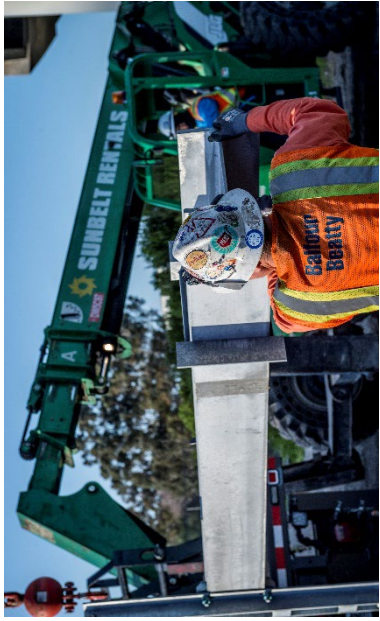
Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

Where Are We in the Process?



Electrification is the Foundation for Growth with Plans for More

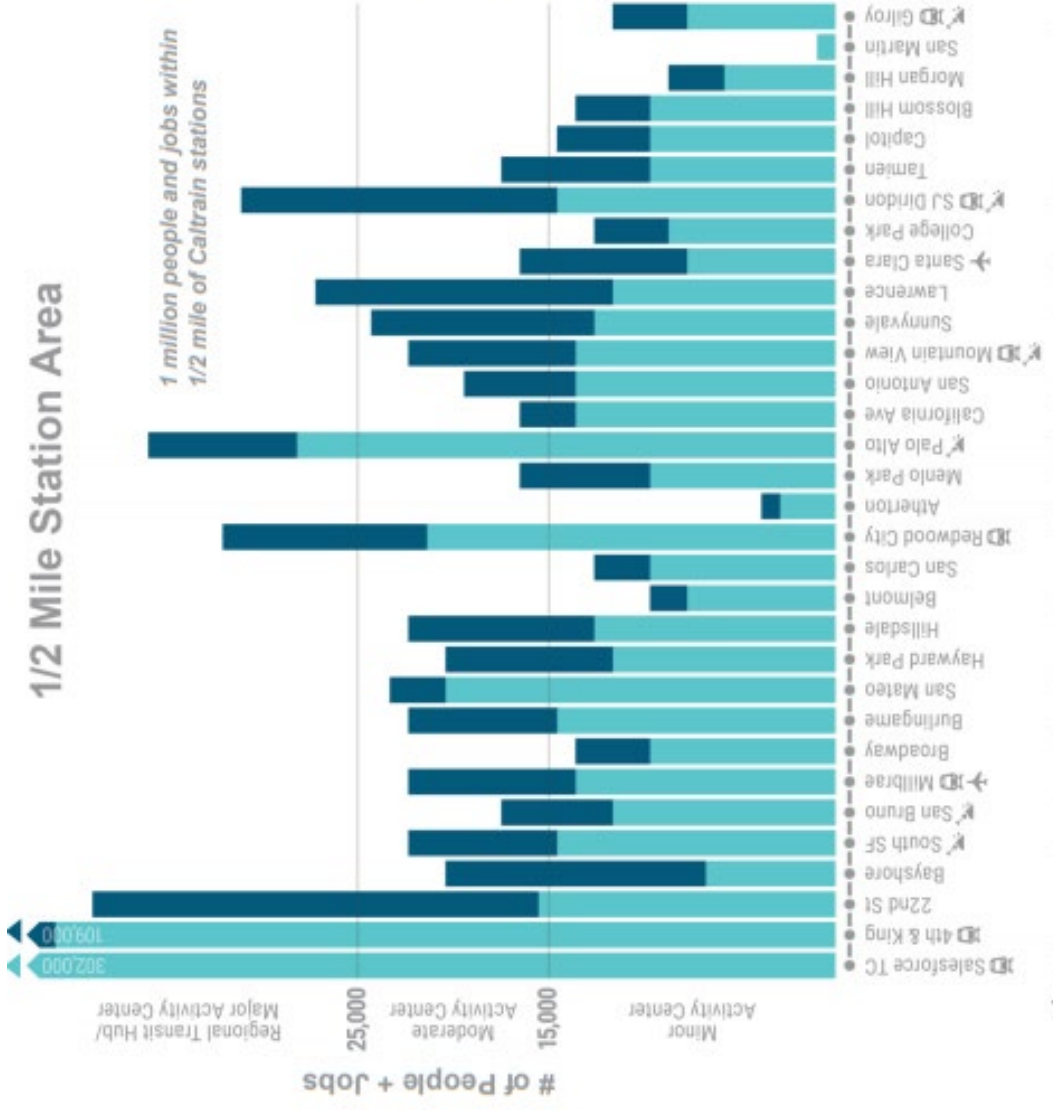


2040 Demand

- The Caltrain corridor is growing
- By 2040 the corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)¹
- 80% growth expected in San Francisco and Santa Clara Counties

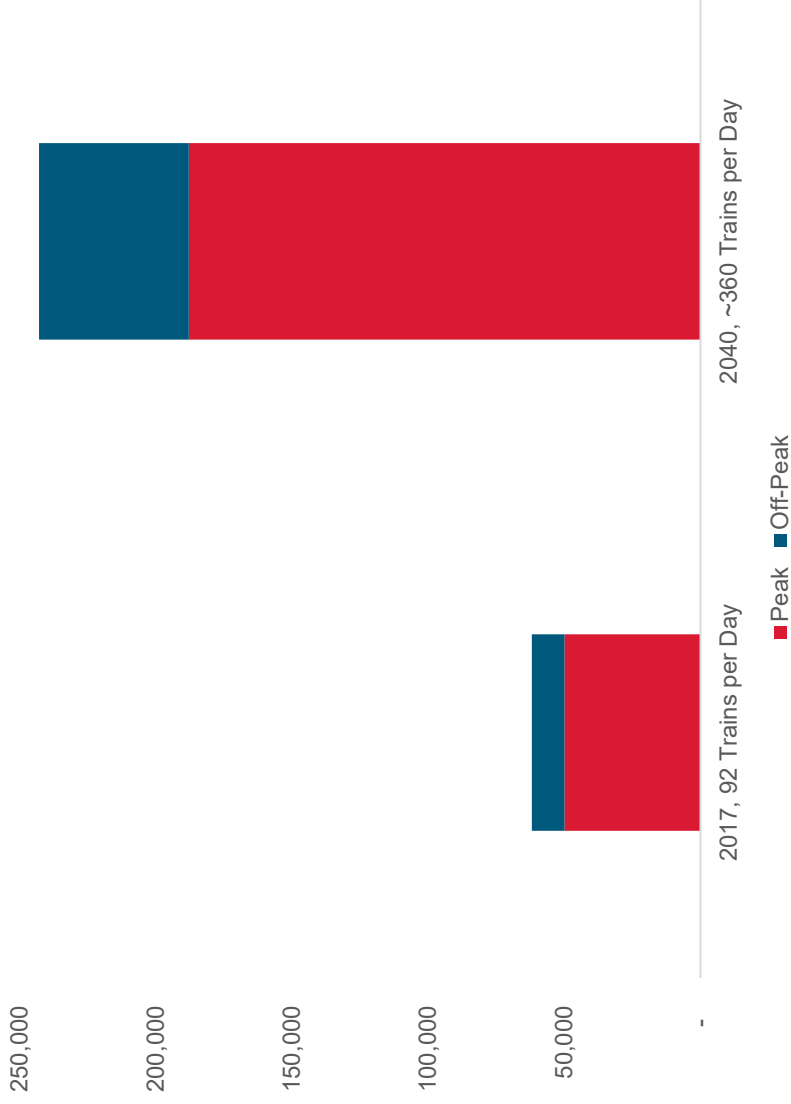
Major transit investments are opening new travel markets to Caltrain

- Downtown Extension and Central Subway
- Dumbarton Rail, BART to San Jose, and improvements to Capitol Corridor and ACE
- HSR and Salinas rail



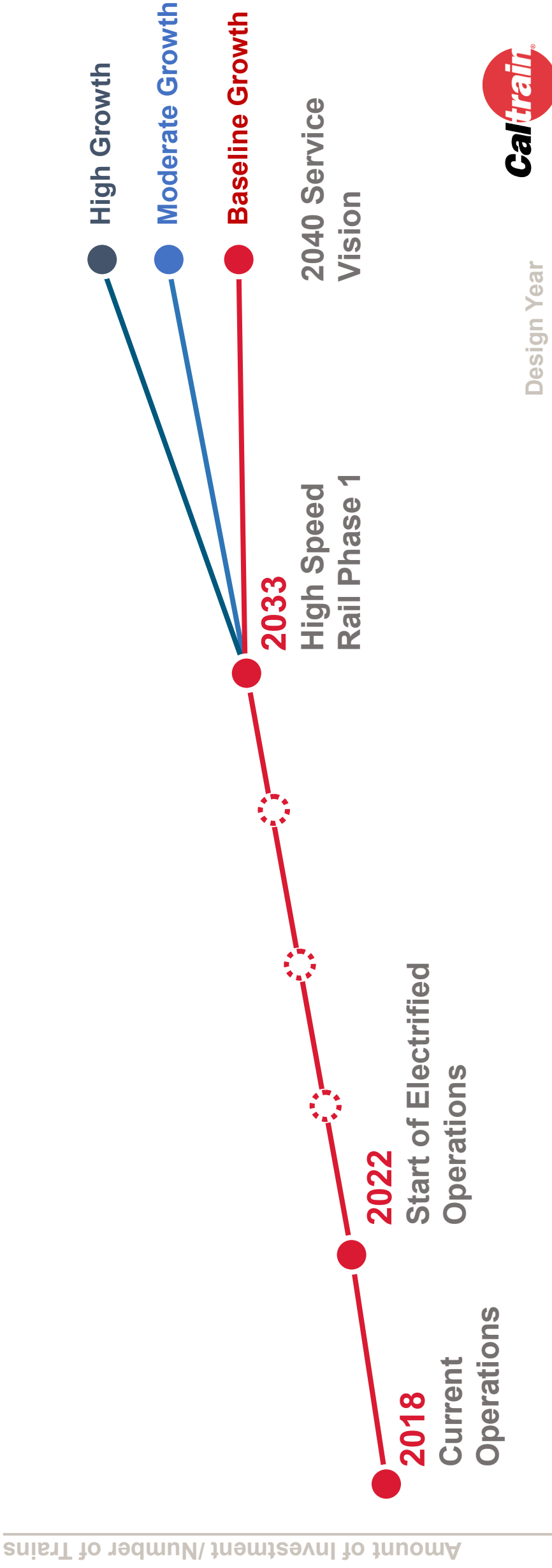
Exploring the Potential Long Term Demand for Caltrain Service

Using Plan Bay Area numbers for projected growth in jobs and housing, an unconstrained model run of high frequency, all-day BART-like service in the Caltrain corridor suggests that by 2040 there could be underlying demand for approximately 240,000 daily trips on the system



Description	2017:	2040:
Daily	62,000	240,000
Peak	50,000	185,000
Off-Peak	12,000	55,000

Baseline Growth



High Growth Scenarios (12C +4HSR Trains)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

Options & Considerations

- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis

Moderate Growth Scenario (8C + 4HSR Trains)



Features

- A majority of stations served by 4 TPH local stop line, but Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

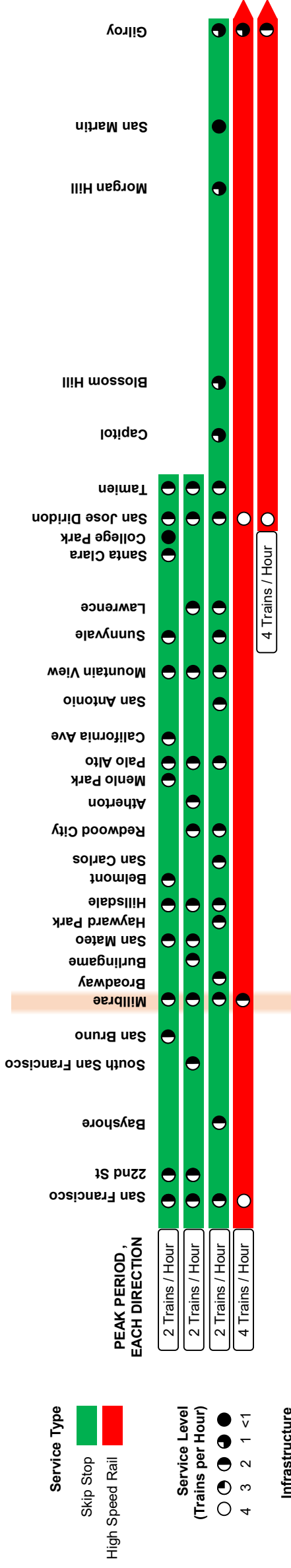
Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

2040 Baseline Scenario (6C+4HSR Trains)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

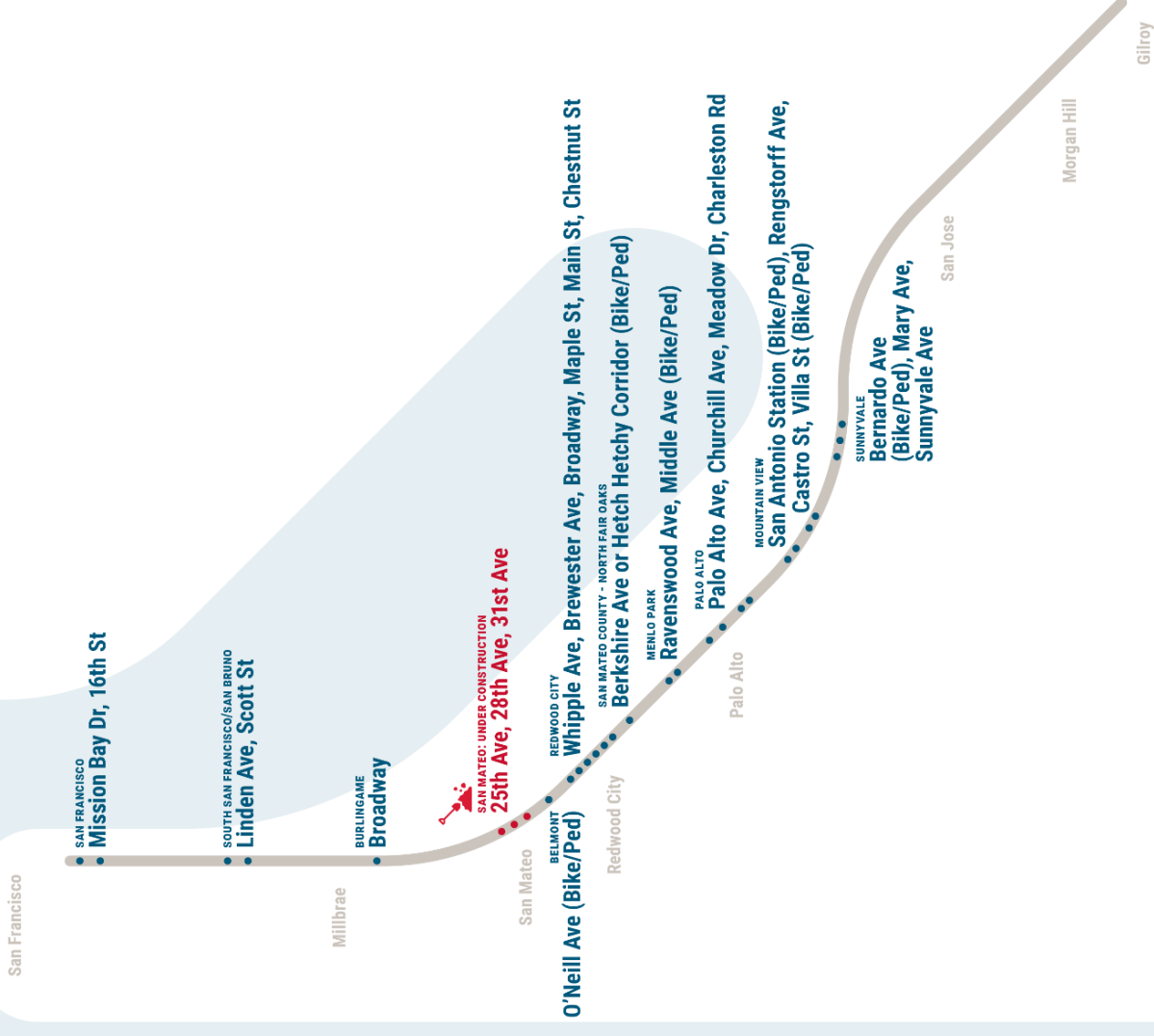
Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Grade Separations are Critical

All of the scenarios being considered involve significant increases in the number of trains per hour operating in the corridor

The Business Plan will consider the costs and challenges associated with grade separations and improvements to at-grade crossings as part of the overall plan



How do we Choose a Service Vision?

Choosing a long range “Service Vision” is not just about picking which service pattern looks the best- it requires evaluating which package of service and investments will deliver the best value to the corridor and the region

Service

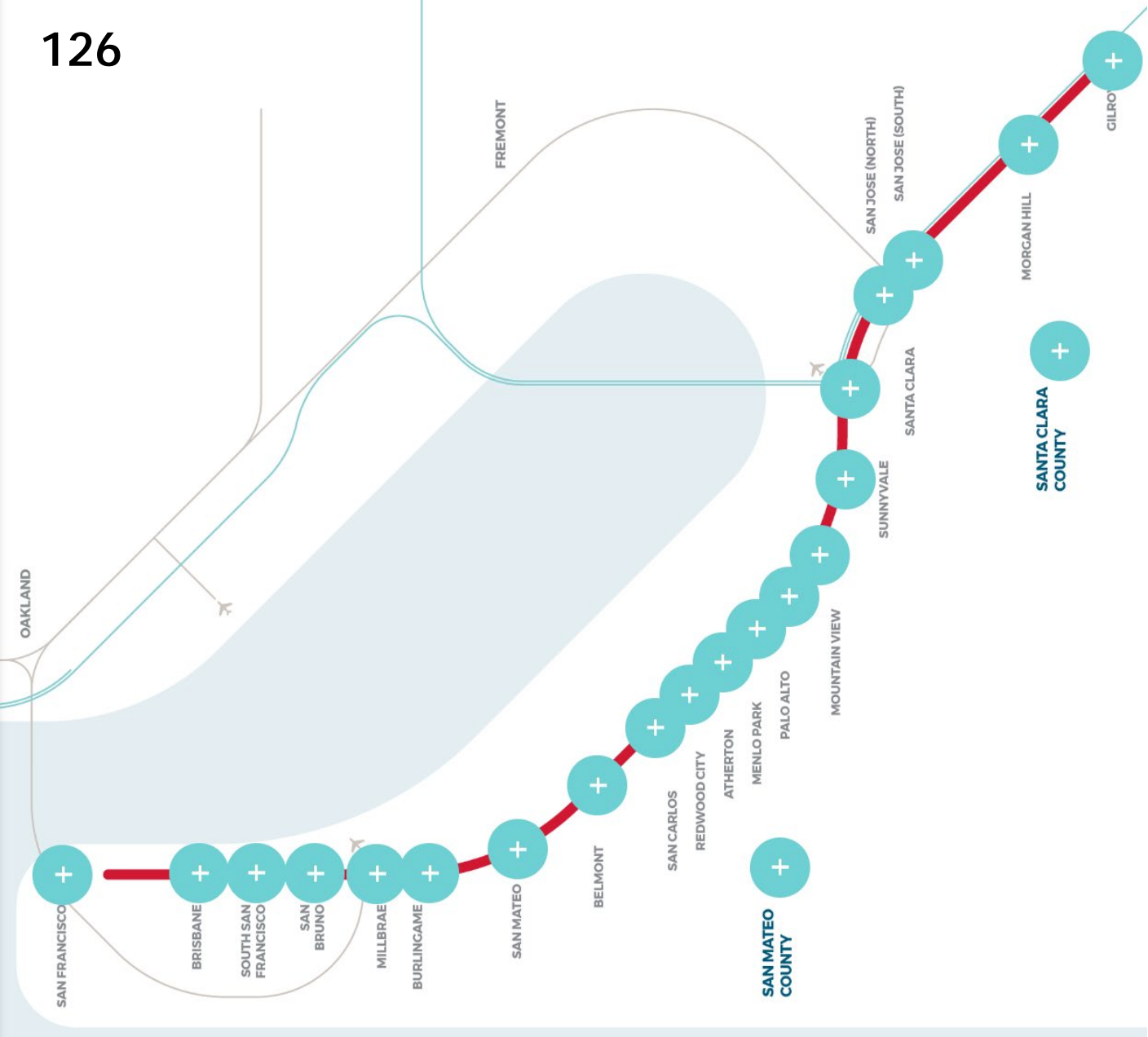


This update describes different illustrative 2040 service concepts that underlie each Growth Scenario. The different concepts shown are not proposals or recommendations. They represent an indicative range of options for how Caltrain service could grow given different levels of investment in the corridor

Business Case



During the spring of 2019 the Business Plan team will develop a detailed “Business Case” analysis for each of the different growth scenarios. The Business Case will quantify the financial implications and wider costs and benefits of each growth scenario



Business Plan Website is Up!

- Project timeline
- Project summary
- Corridor-wide factsheet
- Jurisdiction-specific factsheets
- Monthly presentations
- Glossary of key terms
- FAQs

www.caltrain2040.org

Outreach Activities to Date

July – December Timeline

	July	August	September	October	November	December
Local Policy Maker Group	●	●	●		●	●
City/County Staff Coordinating Group	●	●	●		●	●
Project Partner Committee	●	●	●	●	●	●
Community Interface Meetings (One Per Jurisdiction)			●	●	●	
Stakeholder Advisory Group				●		
Partner General Manager				●		
Website & Survey Launch					●	
Community Meetings (One Per County)					●	
Sister Agency Presentations					●	●

127

Outreach Activities to Date

July – December by the Numbers

Stakeholders Engaged

21
Jurisdictions

26
Public Agencies

39
Stakeholder
Group Meetings

93
Organizations in Stakeholder
Advisory Group

Public Outreach

18
Public Meetings
and Presentations

1000+
Survey Responses

2,600
Website Hits

27,000
Social Media Engagements

Questions

- Caltrain Staff Available
- SFCATA Staff Available

FOR MORE INFORMATION
WWW.CALTRAIN.COM





Memorandum

Date: March 16, 2019
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/27/2019 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

This is the monthly progress report on The Van Ness Avenue Bus Rapid Transit (BRT) Project requested by the CAC. The project incorporates a package of transportation improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is \$169.6 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects. The San Francisco Municipal Transportation Agency (SFMTA) and their contractor Walsh Construction are leading the construction phase effort. Utility construction is the current critical work activity. The project is approximately 28% complete. In February, the project team continued construction along the east side of Van Ness Avenue. Water and sewer upgrade efforts are continuing between Market and Mission streets and has started at Van Ness Avenue and Oak Street intersection. The contractor also completed electric duct bank installation at the Van Ness Avenue and Hayes Street intersection.

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

DISCUSSION

Background.

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission’s Resolution 3434, and a Federal Transit Administration Small Starts program project.

The construction of the core Van Ness Avenue BRT project, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. These parallel projects, which have

independent funding, include installing new overhead trolley contacts, street lighting and poles replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water “green infrastructure” installation.

Status and Key Activities.

The construction team continue to work along the eastern side of Van Ness Avenue. Ranger Pipeline continues to install water main between Sutter and Washington streets. Ranger Pipeline and subcontractor KJ Woods continues to work on sewer installation on the west side of South Van Ness Avenue between Mission and Market streets. The team also started utility installation at the Van Ness Avenue and Oak intersection and installed drain inlet at Grove and McAllister streets.

Bauman Landscape and Construction continues to work on street base replacement between Vallejo and Filbert streets and between McAllister and Turk streets. Bauman also continue to work on sidewalk replacement between Willow and Olive streets, and between O’Farrell and Geary streets. At certain locations, the construction zone may encompass the existing sidewalk along an entire block that requires temporary fencing and extending the sidewalk onto Van Ness Avenue.

At the March 19 Transportation Authority Board meeting, Chair Peskin urged the SFMTA to look at ways to improve bicycle safety on Van Ness Avenue during construction. The project team agreed to investigate enhancements to bicycle safety during construction and will provide an update.

Phoenix Electric completed duct bank installation at the Van Ness Avenue and Hayes Street intersection. Phoenix Electric continued installing pole foundations between Green and Union streets, and streetlight conduit on Van Ness Avenue from the west to the east side at both Greenwich and Lombard streets.

Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. The project team is using temporary traffic control measures such as channelizer traffic cone and variable message signs to direct traffic. Temporary bus stop platforms have also been installed or relocated nearby as needed.

As previously reported, the project team discovered that parts of Van Ness Avenue does not have existing concrete base layer beneath the asphalt layer. Normally a road may have three inches of asphalt on top of an eight-inch base of concrete, but parts of Van Ness Avenue only have eight to twelve inches of asphalt. SFMTA has elected to install the necessary concrete base on portions of Van Ness Avenue.

Outreach and Business Mitigation. The project team continues to provide robust public outreach and engagement program with local residents and businesses. The project hosts monthly “Meet the Expert” speaker series at local corridor businesses to provide residents opportunities to learn about specific project initiatives and updates. At the March 6 event, Jackie von Treskow from the San Francisco Arts Commission’s Civic Art Collection and Public Art Program spoke about proposed artwork planned for the Van Ness BRT platforms on Van Ness Avenue between Geary and O’Farrell.

To help local businesses SFMTA project staff continue to host monthly Van Ness Business Advisory Committee meetings to provide project updates and address issues businesses are having on Van Ness Avenue. Additional ongoing outreach work included noticing for night work 72-hours in advance,

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providing monthly briefings to public officials and developing and distributing quarterly newsletters. However, the construction zone's long duration will continue to impact businesses.

Technical advisory is also provided to impacted businesses by the Office of Economic and Workforce Development's Open for Business program including legal services, financial assistance, training and technical assistance, legal assistance, grant and loan programs. Staff from the Office of Economic and Workforce Development and SFMTA are developing a reporting metric for business support it is providing to businesses burdened by construction of the Van Ness Improvement Project.

In response to comments made by several Board members at the March 19 meeting, staff from the SFMTA, the Office of Economic and Workforce Development and the Controller's Office are anticipated to attend the April 23 Board meeting to report on business impact mitigation efforts and metrics, including, but not limited to information on actual and projected revenue losses for small businesses located along the Van Ness corridor.

Project Schedule, Budget and Funding Plan.

The project is approximately 28% complete, compared to 27% complete reported in February to the CAC. The original late 2019 BRT service start date has been revised to December 2021 (Attachment 1) due to construction difficulties. Walsh Construction expenditures to date totaled \$71.8 million out of the \$204.3 million contract amount for the Van Ness Ave Improvement Project. Walsh has filed three certified claims for \$24.39 million which have all been rejected, however negotiations are ongoing. The funding plan is unchanged from last month and still includes a \$9.8 million funding need, which currently falls within the approximately \$27.5 million contingency for the project. SFMTA intends to address this funding gap during its next Capital Improvement Program update planned for mid-2020. Meanwhile, the SFMTA is seeking additional sources of funds and considering deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout.

Current Issues and Risks.

The project is currently more than a year and half behind schedule due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utilities Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible, through both construction adjustments and by increasing staff capacity on the project. While efforts to get the project closer to its original schedule by resequencing utility work were successful, the need to install adequate road base necessary for Van Ness Avenue that was not anticipated has increased the scope of the project and absorbed the days of savings from resequencing work.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachments

1 – Project Schedule

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Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
1. Conceptual Engineering + Environmental Studies*																																								
2. Preliminary Engineering (CER)																																								
3. Final Design																																								
4. Construction Manager-General Contractor (CM/GC) Process																																								
5. Construction																																								
6. Revenue Operations Begin																																								
* Conceptual Engineering and Environmental Studies began in 2007																																								

Date: Mar 20, 2019

Late Finish since last report

Late Start since last report

Currently Scheduled

Key:



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Memorandum

Date: March 4, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/12/19 Board Meeting: Update on Transbay Transit Center Girder Fracture and the Study of Governance, Management, Oversight and Delivery of the Downtown Extension

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memo is to update the Board on two concurrent efforts related to the Transbay Joint Powers Authority (TJPA): The review of the girder fractures at the Transbay Transit Center and the study of governance, management, oversight and delivery of the Downtown Extension (DTX) requested by the Transportation Authority Board.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p>
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DISCUSSION

Transit Center Fractured Girders.

On the morning of September 25, 2018, workers installing ceiling panels discovered a fissure on the flange of a steel girder in the ceiling of the third-level bus deck of the Transbay Transit Center over Fremont Street. The TJPA closed the transit center and Fremont Street between Mission and Howard streets, and the TJPA immediately inspected a parallel beam in the same location. A second, smaller fissure was discovered on the flange of this second beam. Further inspections and advance testing and monitoring of similarly designed and constructed beams within the building began, starting with identical transfer girders that span over First Street. To date, additional fissures have not been found.

At the request of Mayors Breed and Schaaf, the Metropolitan Transportation Commission (MTC) convened a Peer Review panel to work with TJPA to assess the situation and make recommendations. Over the last few months the panel has reviewed the condition, held multiple meetings and workshop, and recommended and reviewed the results of metallurgical analyses. Currently, analysis and remediation of the fractured girders continues. Finite Element Analysis has been completed, the fix for the girders has been accepted by the peer review panel, and fabrication of the steel members is underway. The materials are expected to arrive on-site this month, at which time remediation work will begin. Completion of repairs is anticipated by June. Meanwhile, the project team efforts are focusing on a full-building structural health check by means of building-wide document and field reviews.

The framework for the ongoing facility-wide validation is intended to:

- Reaffirm the structural integrity of the building
 - Complete engineering findings and reports
 - Finalize fracture-related investigations
- Revalidate full fire and life-safety systems
 - Establish parameters for Fire & Life Safety Systems Recertification
 - Restore localized interruptions created by girder work
- Review of previously completed tests and inspection records
 - Concrete placement inspection and compression test reports
 - Field condition reports
 - Quality compliance reports
- Building management systems commissioning
 - Establish the commissioning process
 - Address normal operations
- Re-Occupancy Readiness Strategy
 - Secure occupancy clearance by zones/floors
 - Establish re-activation sequence
 - Develop re-occupancy schedule

The TJPA expects to have the facility's re-occupancy schedule available later this month.

DTX Governance, Management, Oversight, Finance, and Project Delivery Review.

At the direction of the Board, Transportation Authority staff is conducting a review and evaluation of current and alternative governance, management, oversight, finance and project delivery of the DTX project. The effort will consist of research, expert interviews, and a series of workshops with key stakeholders (Caltrain, California High-Speed Rail Authority, TJPA, MTC, and the City and County of San Francisco), and experts. To that effect, staff issued an Informal Request for Proposals 18/19-07 in December 2018 seeking consultant support services for this effort, drawing from our bench of on-call engineering consultants. Staff has selected specific experts from four consultant firm teams, namely, WSP USA Inc./McKinsey, IDS California/ARUP, SENER/Smith, Watts, Hartman/Nossaman, and TY Lin International, to serve as experts in their respective fields. Five of the experts will form the core team for the panel, and an additional nine will participate on an as-needed basis based on their areas of expertise.

Expert Panel Members:

- John Porcari, WSP
- Eugene Skorowposki, TYLIN
- Francisco Fernandez, SENER
- Ignacio Barandiaran, IDS/ARUP
- Lou Thompson, Thompson Consulting

Additional Experts:

- Alvaro Relano, SENER
- Joseph Giulietti, TYLIN
- Howard Permut, José Luis Moscovich, IDS

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- John Fisher, Roy Kienitz, Christian Roberts, WSP
- Geoff Yarema, IDS/Nossaman
- Karen Frick, UC Berkeley

In leading this effort, staff will be assisted by McKinsey & Company, an American worldwide management consulting firm that conducts **qualitative** and quantitative analysis to evaluate management decisions across public and private sectors. Considered one of the most prestigious management consultancies, McKinsey's clientele includes 80% of the world's largest corporations and an extensive list of governments and non-profit organizations. The work is divided into five main tasks:

Task 1--Study Kick-Off Meeting and Stakeholder Interviews: Staff will conduct a kick-off meeting with all major project stakeholders and consultant experts. The meeting will include a presentation of the approach, schedule, and expectations for the effort, as well as a presentation of the DTX project's current scope, schedule, and budget status. This meeting is tentatively scheduled for the week of March 18. In a separate effort, McKinsey & Company will conduct confidential interviews of all major project stakeholders and others to better understand their views, desired outcomes, overall existing conditions, and challenges and opportunities, including initial input of best practices for governance, oversight and project delivery.

Key Agency Stakeholders include the California High Speed Rail Authority, Caltrain, MTC, San Francisco Municipal Transportation Agency, San Francisco Controller's Office, and the TJPA. Additional Stakeholders include BART, Capital Corridor, San Francisco Planning, San Francisco Public Works, and SPUR.

Task 2--International/Domestic Rail Project Best Practices Review: As a starting point, the study participants will review and discuss summary case studies for five transportation megaprojects. A preliminary list of projects includes: London Crossrail Program, Gateway Project in New York/New Jersey, San Francisco Oakland Bay Bridge Program, California High Speed Rail Program, and Atocha-Chamartin High Speed Rail tunnel and station in Madrid.

Other projects may be added (and others deleted) at the recommendation of the expert panelists. In developing these case studies, the team will rely upon recent public audits conducted for these programs, input from national and international sources, major stakeholders and the consultant panel of experts. The focus will be on determining what worked or not in the areas subject of this study as well as lessons learned. The case studies will serve to inform subsequent workshops and recommendations.

Task 3--Project Delivery and Finance Strategy Review: Two expert-panel workshops will be held to address alternative financing and delivery strategies that have been effective in similar projects and circumstances, building upon the best practices and lessons learned from the case studies, as well as the experience of the expert panelists and other national and international experience. One sub-panel will focus on project delivery issues such as value engineering, right of way preservation and right of way impact minimization, utility relocations and most importantly, the exploration of contracting strategies and alternative delivery mechanisms that can most effectively deliver the DTX program. The second sub-panel will focus on financing strategies, opportunities for expanding the program's funding options, and exploring the necessary implementation requirements and procurement mechanisms for new financing strategies.

Task 4--Governance and Oversight Review: The team will review current TJPA governance and oversight composition, policies, and processes, and identify alternative structures and protocols to

enhance or strengthen them as appropriate. Under this task, the panel will address alternative government structures, new organizational and governance structures, legislative authority, and oversight structures and approaches for TJPA based on best practices, lessons learned, and current TJPA strengths and opportunities, resulting in a set of recommendations.

Task 5--Testing the Recommendations and Final Report: Following a summary of all work derived from new research and the workshop summary minutes and recommendations, a “Testing the Recommendations” session will be scheduled with the participation of all expert panelists and major stakeholders. As the title implies, this session will allow panelist and stakeholder to discuss and test a narrowed set of findings and recommendations, inclusive of case study results for best practices and lessons learned, with proposed solutions and potential barriers to their implementation. Should this session reveal major points of disagreement, additional meetings with selected stakeholders and/or selected expert panelists will be scheduled.

Following the Testing the Recommendations session, a draft final report will be prepared, incorporating all findings and recommendations for presentation to the Transportation Authority Citizens Advisory Committee and Board, as well as the TJPA Citizens Advisory Committee and Board.

The Draft Final Report is anticipated for May 2019. The Final Report is planned for June 2019.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC will be briefed on this item at its March 27, 2019 meeting.

SUPPLEMENTAL MATERIALS

None