



## Agenda

### **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice**

**DATE:** Tuesday, December 17, 2024, 10:00 a.m.

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

Watch SF Cable Channel 26 or 99

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**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2662 278 6232 # # To make public comment on an item, when the item is called, dial '\*3' to be added to the queue to speak. Do not press \*3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

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

**CLERK:** Amy Saeyang

### **Remote Access to Information and Participation**

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

**1.** Roll Call

2. Chair's Report - **INFORMATION**
3. Executive Director's Report - **INFORMATION**
4. Approve the Minutes of December 10, 2024 Meeting – **ACTION\*** **5**

### Consent Agenda

5. **[Final Approval]** Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,185,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests – **ACTION\*** **11**  
 Projects: Prop L: PCJPB: Maintenance of Way Track Equipment SOGR – FY25 (\$2,600,000). SFMTA: District 11 Traffic Calming and Sideshow Deterrence [NTP] (\$700,000). SFCTA: Westside Network Study (\$250,000), AV Resource Portal (\$100,000). Prop AA: SFPW: Innes Avenue Sidewalk Improvements (\$672,000). TNC Tax: SFMTA: Vision Zero Quick-Build Implementation FY25 (\$4,185,000).
6. **[Final Approval]** Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities - **ACTION\*** **85**
7. **[Final Approval]** Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$8,965,637, with Conditions; Authorize an Additional Construction Allotment of \$896,564 for a Total Construction Allotment Not to Exceed \$9,862,201, with Conditions; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects – **ACTION\*** **139**
8. **[Final Approval]** Accept the Audit Report for the Fiscal Year Ended June 30, 2024 - **ACTION\*** **155**

### End of Consent Agenda

9. Vision Zero Update - **INFORMATION\*** **165**
10. Regional Transportation Measure Update - **INFORMATION\*** **179**

### Other Items

11. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

**12. Public Comment**

**13. Adjournment**

\*Additional Materials

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

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street. **Please note the wheelchair lift at the Goodlett Place/Polk Street is temporarily not available.**

Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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# MINUTES

## **San Francisco County Transportation Authority**

Tuesday, December 10, 2024

### **1. Roll Call**

Chair Mandelman called the meeting to order at 10:00 a.m.

**Present at Roll Call:** Commissioners Chan, Dorsey, Mandelman, Peskin, Preston, Ronen, and Walton (7)

**Absent at Roll Call:** Commissioners Engardio (entered during Item 2), Melgar (entered during Item 3), and Safai (3)

### **2. Approve the Minutes of the November 19, 2024 Meeting – ACTION**

There was no public comment.

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

The minutes were approved without objection by the following vote:

**Ayes:** Commissioners Chan, Dorsey, Engardio, Mandelman, Peskin, Preston, Ronen, and Walton (8)

**Absent:** Commissioners Melgar and Safai (2)

### **3. Community Advisory Committee Report - INFORMATION**

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that during the November meeting, the CAC unanimously voted in support of the six allocations under the Prop L, Prop AA and TNC Tax. She stated that during discussion, members requested that the Autonomous Vehicle (AV) Resource Portal be built cooperatively with other cities. Regarding the sideshow deterrence project, she noted that members requested additional information about the effectiveness of bots and sought clarity on how other areas of the city struggling with similar street safety challenges could be provided with similar traffic calming treatments, particularly in District 9.

Chair Siegal also reported that the CAC had unanimously approved The Portal/Downtown Rail Extension MOU, and the related \$9 million allocation for Prop L, as well as the Prop K grant amendments. Additionally, she said the CAC received a presentation providing an update on Better Market Street as well as the AV update presentation, which had been a high interest topic for the CAC. She stated members asked numerous questions and had significant concerns, particularly regarding jobs lost by taxi and traditional transportation network companies (TNC) drivers, regulations on the use of AV batteries, the inability to cite AVs for moving violations, and the lack of licensing requirements for remote drivers. She added that members

expressed a belief that the regulations for AVs appeared to be less rigorous compared to those applied to traditional TNCs.

There was no public comment.

## Consent Agenda

4. **[Final Approval]** Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests – **ACTION**

Projects: SFMTA: Bus Transit Signal Priority (\$2,649,000). SFCTA: Bayview Street Safety and Truck Relief Study (\$139,890).

5. **[Final Approval]** Adopt the District 1 Multimodal Transportation Plan Final Report – **ACTION**

6. **[Final Approval]** Approve a Two Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,103,000 for Technical Services for the San Francisco Freeway Network Management Study – **ACTION**

There was no public comment.

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

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

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioner Safai (1)

## End of Consent Agenda

7. **Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests – ACTION**

Projects: Prop L: PCJPB: Maintenance of Way Track Equipment SOGR - FY25 (\$2,600,000). SFMTA: District 11 Traffic Calming and Sideshow Deterrence [NTP] (\$700,000). SFCTA: Westside Network Study (\$250,000), AV Resource Portal (\$100,000). Prop AA: SFPW: Innes Avenue Sidewalk Improvements (\$672,000). TNC Tax: SFMTA: Vision Zero Quick-Build Implementation FY25 (\$4,929,000).

Mike Pickford, Principal Transportation Planner, Policy and Programming; David Long, Senior Transportation Planner, Planning; Jean Paul Velez, Principal Transportation Planner, Technology Policy; and San Francisco Fire Department's (SFFD) Deputy Chief of Operations, Darius Luttrupp, presented the item per the staff memorandum.

Commissioner Walton inquired about the impact of AVs on the SFFD's ability to provide prompt fire service. He then thanked Deputy Chief Luttrupp for addressing the matter on behalf of the SFFD and asked whether AVs had been interfering with fire or emergency response efforts.

Deputy Chief Luttrupp reported that while the SFFD maintained a functioning relationship with various AV operators, including Waymo, incidents of incursion into or direct blocking of fire responses, though reduced, still occurred. He noted that despite collaborative efforts by the SFFD and San Francisco Police Department (SFPD) to help AV operators avoid such areas, the desired results were not achieved. He also shared that Waymo had agreed to meet and provide explanations for its lack of responsiveness to these efforts, and ongoing meetings aimed to further improve their partnership.

Commissioner Walton expressed concern about accountability for Waymo's unresponsiveness and inquired about the consequences for operators failing to respond to "avoid the area" messages.

Deputy Chief Luttrupp assured Commissioner Walton that Waymo had maintained an open and responsive dialogue with SFFD. He stated that there was little SFFD, along with SFPD, SFCTA, and SFMTA, could do beyond raising questions and seeking commitments from AV operators. He commended the SFCTA's and SFMTA's efforts to highlight information through a dashboard as a strong approach and noted that SFFD maintained close contact with AV operators, encouraging them to continue meeting.

Commissioner Walton expressed concerns about external companies influencing regulatory processes while community input remained limited, but he acknowledged and appreciated the collaboration between Waymo and the SFFD. He thanked Deputy Chief Luttrupp and remarked that it was disheartening for local jurisdictions to have no control over the safety of its residents while its streets were regulated by outside entities. He clarified that he did not oppose AVs operating on San Francisco streets, and reiterated that local jurisdictions should have some role in regulating them. Commissioner Walton thanked Deputy Chief Luttrupp for joining the meeting.

Commissioner Peskin said during briefings with Transportation Authority staff, he had raised concerns regarding two of the proposed projects in the SFMTA's Vision Zero Quick-Build project request for which he had not yet received satisfactory answers. He continued by specifying that \$410,000 was requested for Jefferson Street where the City had just spent \$26 million on pedestrian improvements and \$334,000 requested for a road diet on The Embarcadero between Bay and Chestnut where his office recently worked with SFMTA to put in bike lanes. He stated dissatisfaction with the responses previously provided and suggested removing these projects and associated \$744,000 in TNC funding from consideration until he or his successor received satisfactory answers.

Chair Mandelman observed that Waymo had adopted a more cooperative approach compared to Cruise and expressed appreciation for President Peskin, SFCTA, and SFMTA's efforts in the AV space. He stated he shared Commissioner Walton's frustration with the current regulatory oversight, which he noted fell short of San Francisco's needs, and he acknowledged the improved relationship between San Francisco agencies and Waymo. He mentioned his personal enjoyment of using Waymo and his desire for their success but emphasized the critical importance of ensuring they do not obstruct emergency response operations, calling for additional support from higher levels if the necessary tools were not provided locally.

Chair Mandelman said he had the same experience that Commissioner Peskin did

with seeing items under the SFMTA Vision Zero Quick-Build request that he did not think he had been sufficiently briefed on and that were potentially impactful and should have been brought to his attention, as a district Supervisor. He said that ultimately, he was provided more detailed information about the projects, and he thanked the SFMTA for the proposed Quick-Build project on Bosworth in Glen Park where a recent fatal crash had occurred. He said that he supported the project, but that he should hear about such projects earlier in their development.

There was no public comment.

Chair Mandelman severed The Embarcadero and Jefferson Street projects from the SFMTA's Vision Zero Quick-Build Implementation FY25 request from the vote.

Commissioner Peskin moved to approve the remainder of Item 7, seconded by Commissioner Melgar.

The item was approved unanimously without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioner Safai (1)

**8. Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities - ACTION**

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

Commissioner Dorsey expressed his gratitude for Chair Mandelman's work on the item, including his service on the TJPA Board.

Chair Mandelman acknowledged the hard work of numerous individuals in advancing the project, including TJPA staff, Transportation Authority staff, Caltrain, and MTC. Executive Director Chang noted the involvement of the other partner agencies for the project, as well. Chair Mandelman also acknowledged Commissioner Peskin's leadership in calling for the regionalization of the project and for positioning it for success.

Chair Mandelman stated that a significant funding contribution from the state was necessary to move the project forward. He added that renewal of the cap-and-trade program was seen as the most likely source of state funding. Chair Mandelman asked if there were any indications that the state might consider the extension of cap-and-trade in 2025.

Executive Director Chang responded that there were not a lot of funding sources



available to support the approximately \$1 billion contribution from the state, and she noted that this amount was consistent with state investment in other mega-projects. She expressed hope that the State would advance cap-and-trade renewal next year and that there was an opportunity for an extension of more than ten years.

Chair Mandelman stated that the \$3.4 billion in federal grant funds would decrease in relative value over time if the project did not progress on the planned timeline.

Executive Director Chang explained that the goal was to secure these funds within the 2027 timeframe and that state funds were needed to provide the required match to the federal grant.

There was no public comment.

Commissioner Dorsey moved to approve the item, seconded by Chair Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioner Safai (1)

**9. Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$8,965,637, with Conditions; Authorize an Additional Construction Allotment of \$896,564 for a Total Construction Allotment Not to Exceed \$9,862,201, with Conditions; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects – ACTION**

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

Commissioner Dorsey expressed his gratitude to everyone who had worked on the project.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioner Safai (1)

**10. Accept the Audit Report for the Fiscal Year Ended June 30, 2024 - ACTION**

Cynthia Fong, Deputy Director for Finance and Administration, and Eide Bailly LLP's Nathan Edelman CPA, and, presented the item per the staff memorandum.

Chair Mandelman thanked Deputy Director Fong and her staff for the hard work done on the audit report.

There was no public comment.

Vice Chair Melgar moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin,  
Preston, Ronen, and Walton (9)

Absent: Commissioner Safai (1)

**11. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2024 - INFORMATION**

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

There was no public comment.

**Other Items**

**12. Introduction of New Items – INFORMATION**

There were no new items introduced.

**13. Public Comment**

There was no public comment.

**14. Adjournment**

The meeting was adjourned at 11:57 a.m.



# Memorandum

## AGENDA ITEM 5

**DATE:** November 21, 2024

**TO:** Transportation Authority Board

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

**SUBJECT:** 12/10/2024 Board Meeting: Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,600,000 in Prop L funds to Peninsula Corridor Joint Powers Board (PCJPB) for:</p> <ol style="list-style-type: none"> <li>Maintenance of Way Track Equipment SOGR - FY25</li> </ol> <p>Allocate \$700,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>District 11 Traffic Calming and Sideshow Deterrence [NTP]</li> </ol> <p>Appropriate \$350,000 in Prop L funds, with conditions, for:</p> <ol style="list-style-type: none"> <li>West Side Network Study (\$250,000)</li> <li>AV Resource Portal (\$100,000)</li> </ol> <p>Allocate \$672,000 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>Innes Avenue Sidewalk Improvements</li> </ol> <p>Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds, with conditions, to SFMTA for:</p> <ol style="list-style-type: none"> <li>Vision Zero Quick-Build Implementation FY25</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.	
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**DISCUSSION**

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

**FINANCIAL IMPACT**

The recommended action would allocate \$3,300,000 and appropriate \$350,000 in Prop L funds, allocate \$672,000 in Prop AA funds, and allocate \$4,929,000 in TNC Tax funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L, Prop AA, and TNC Tax Fiscal Year 2024/25 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

**CAC POSITION**

The CAC considered this item at its November 20, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L, Prop AA, and TNC Tax Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (6)
- Attachment 6 - Resolution

Attachment 1: Summary of Requests Received (Revised 12.10.24)

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Current Prop AA Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
								Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	\$ 3,800,593	82%	32%	Construction	Citywide
Prop L	25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000	\$ -	\$ -	\$ 700,000	78%	0%	Planning, Design, Construction	11
Prop L	27	SFCTA	West Side Network Study	\$ 250,000	\$ -	\$ -	\$ 250,000	92%	0%	Planning	1, 4, 7
Prop L	28	SFCTA	AV Resource Portal	\$ 100,000	\$ -	\$ -	\$ 128,096	68%	22%	Planning	Citywide
Prop AA	Ped	SFPW	Innes Avenue Sidewalk Improvements	\$ -	\$ 672,000	\$ -	\$ 772,100	N/A	13%	Construction	10
TNC Tax	Quick-Builds	SFMTA	Vision Zero Quick-Build Implementation FY25	\$ -	\$ -	\$ 4,185,000	\$ 4,185,000	N/A	0%	Design, Construction	Citywide
<b>TOTAL</b>				<b>\$ 3,650,000</b>	<b>\$ 672,000</b>	<b>\$ 4,185,000</b>	<b>\$ 9,835,789</b>				

Footnotes

- <sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline, or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit), or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines (2023).
- <sup>2</sup> Acronyms: PCJPB (Peninsula Corridor Joint Powers Board), SFMTA (San Francisco Municipal Transportation Agency), SFCTA (San Francisco County Transportation Authority), and SFPW (San Francisco Public Works)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L 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.

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

Attachment 2: Brief Project Descriptions (revised 12.10.24) <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	Requested funds will be used to purchase critical track maintenance-of-way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident. The project is expected be open for use by June 2027.
25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000	\$ -	\$ -	Requested Neighborhood Program funds will be used to plan, design, and construct traffic calming and sideshow deterrence measures at various locations in District 11 with the goal of keeping local streets safe for pedestrians and bicyclists, by preempting speeding and cut-through traffic on local neighborhood streets, and reducing the incidence of illegal exhibition driving activity. This request will fund traffic calming measures at approximately 27 locations, including speed humps, speed cushions, speed tables, and raised (asphalt) crosswalks. This request will also fund sideshow deterrence measures at approximately 10 locations, including centerline and corner hardening with rubber speed humps, delineator posts, and botts dots. See attached allocation request form for list of potential locations. The project is expected to be open for use by September 2027.
27	SFCTA	West Side Network Study	\$ 250,000	\$ -	\$ -	The West Side Network Study is a joint effort by SFCTA, SF Planning, and SFMTA that will analyze the expected performance of the planned multimodal west side transportation network in the context of the SFTP+ expected growth scenario. The study will seek to identify specific areas of need and additional projects to address those needs. The study will result in an area-wide transportation plan and vision, informed by outreach, to support future transportation needs. For west side neighborhoods, the study will result in an area-wide transportation plan and vision to support future transportation needs. Staff expects to present the final report to the Board for approval by December 2025. □
28	SFCTA	AV Resource Portal	\$ 100,000	\$ -	\$ -	The AV Resource Portal Project is a joint effort by the SFCTA and SFMTA that aims to provide a one-stop online resource for information about AV legislation, permitting, and data incorporating all local, state and federal publicly available sources, affecting San Francisco and beyond. This project is anticipated to be completed by June 2026.
Ped	SFPW	Innes Avenue Sidewalk Improvements	\$ -	\$ 672,000	\$ -	Requested funds will construct pedestrian safety and accessibility improvements along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing. The project is expected be open for use by March 2026. Prop AA funded the design phase for this project, as well.
Quick-Builds	SFMTA	Vision Zero Quick-Build Implementation FY25	\$ -	\$ -	\$ 4,185,000	The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. This request is for funding to implement safety improvements on 6 corridors and programmatic spot improvements at locations on the High Injury Network. See attached allocation request form for the list of corridors. All improvements are expected to be be complete by March 2027.
<b>TOTAL</b>			<b>\$3,650,000</b>	<b>\$672,000</b>	<b>\$4,185,000</b>	

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

Attachment 3: Staff Recommendations (revised 12.10.24)<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	
25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000	\$ -	\$ -	<p><b>Special Condition:</b> The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of improvements by location, as confirmed by the District 11 Supervisor.</p> <p>We are recommending a <b>multi-phase allocation</b> given strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, the short duration of the planning phase, and the relatively straightforward design of similar improvements at multiple locations.</p>
27	SFCTA	West Side Network Study	\$ 250,000	\$ -	\$ -	<p><b>Deliverable:</b> Upon completion, anticipated: Winter 2025, SFCTA shall present the Final Report to the Board for approval.</p>
28	SFCTA	AV Resource Portal	\$ 100,000	\$ -	\$ -	<p><b>Special Condition:</b> The recommended allocation is contingent upon amendment of the Citywide and Modal Planning 5YPP to reprogram \$100,000 from the AV Safety and Metrics Standards project to the subject project. See attached 5YPP amendment for details.</p>
Ped	SFPW	Innes Avenue Sidewalk Improvements	\$ -	\$ 672,000	\$ -	
Quick-Builds	SFMTA	Vision Zero Quick-Build Implementation FY25	\$ -	\$ -	\$ 4,185,000	<p><b>Special Conditions:</b> Our recommendation is contingent upon concurrent amendment of the TNC Tax Project List to reprogram \$4,185,000 from SFMTA's FY22 Application-Based Residential Traffic Calming to the subject project. See attached TNC Tax Project List for details.</p> <p>Recommendation is for a <b>multi-phase allocation</b> given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.</p>
<b>TOTAL</b>			<b>\$ 3,650,000</b>	<b>\$ 672,000</b>	<b>\$ 4,185,000</b>	

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

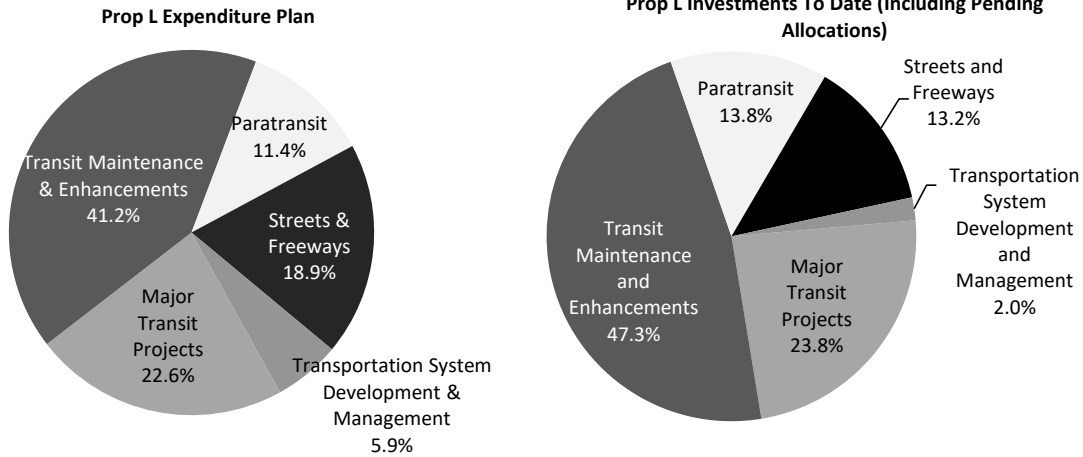


Attachment 4.

Prop L, Prop AA, TNC Tax Summary - FY2024/25 (revised 12.10.24)

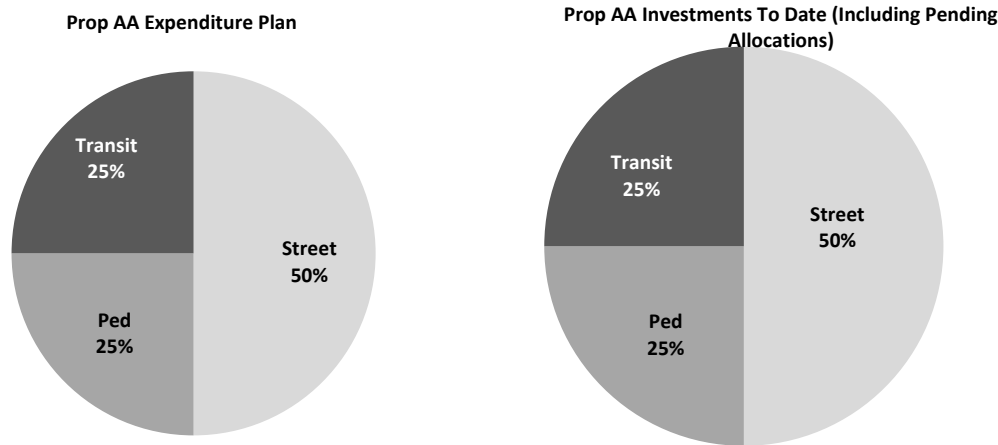
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 81,762,672	\$ 17,800,072	\$ 38,803,282	\$ 19,004,318	\$ 6,155,000	\$ -
Current Request(s)	\$ 3,650,000	\$ 733,838	\$ 1,091,162	\$ 775,000	\$ 1,050,000	\$ -
New Total Allocations	\$ 85,412,672	\$ 18,533,910	\$ 39,894,444	\$ 19,779,318	\$ 7,205,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.



PROP AA VEHICLE REGISTRATION FEE						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 3,210,572	\$ 1,891,343	\$ 1,083,172	\$ 236,057	\$ -	\$ -
Current Request(s)	\$ 672,000	\$ 168,000	\$ 504,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,882,572	\$ 2,059,343	\$ 1,587,172	\$ 236,057	\$ -	\$ -

The above table shows total cash flow for all FY 2024/25 allocations approved to date, along with the current recommended allocations.



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)						
FY2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 3,493,000	\$ 1,746,500	\$ 1,266,800	\$ 479,700	\$ -	\$ -
Current Request(s)	\$ 4,185,000	\$ 1,000,000	\$ 3,185,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 7,678,000	\$ 2,746,500	\$ 4,451,800	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2024/25 allocations approved to date, along with the current recommended allocation(s).

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Maintenance of Way Track Equipment SOGR - FY25
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Caltrain Maintenance
<b>Current PROP L Request:</b>	\$2,600,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

This project will support the purchase of critical track Maintenance-of-Way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident.

### Detailed Scope, Project Benefits and Community Outreach

The purpose of this project is to support the purchase and replacement of track Maintenance-of-Way equipment that is used to keep the Caltrain track in a state of good repair. Purchases and/or replacements include, but are not limited to, hi-rail inspector trucks, hi-rail section trucks, repair of existing flatbed rail cars, repair of existing ballast rail cars, misc. rail carts, and other equipment attachments and small tools. Scope also includes work related to purchases and replacements such as support, installation, and inspection services.

**Project Location**

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$2,600,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Maintenance of Way Track Equipment SOGR - FY25
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2025		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Maintenance of Way Track Equipment SOGR - FY25
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$2,600,000	\$0	\$2,600,000
Federal Section 5337	\$0	\$955,255	\$0	\$955,255
State - AB664	\$0	\$245,338	\$0	\$245,338
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$3,800,593</b>	<b>\$0</b>	<b>\$3,800,593</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$3,800,593	\$2,600,000	FY2025 PCJPB Capital Budget
Operations	\$0		
Total:	\$3,800,593	\$2,600,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	20 Years

**PROJECT: Maintenance of Way Track Equipment SOGR - FY25**

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$3,800,593	
	Closeout		
	<b>TOTAL</b>	<b>\$3,800,593</b>	<b>\$0</b>

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement		
	Construction	01/01/25	06/30/27
	Closeout	09/30/27	12/30/27

Cost Summary	FY2025	Prior Year	Future Budget	Total Request
	\$2,600,000	\$0	\$0	\$2,600,000

FY24 Funding Plan	Funding Source	Proposed
	Federal Section 5337	\$955,255
	State (AB664)	\$245,338
	Local Match JPB Member:	\$2,600,000
	<i>San Francisco</i>	\$2,600,000
	<i>San Mateo</i>	\$0
	<i>Santa Clara</i>	\$0
	Regional/Other	\$0
	<b>TOTAL</b>	<b>\$3,800,593</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Maintenance of Way Track Equipment SOGR - FY25
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$2,600,000	<b>Total PROP L Recommended</b>	\$2,600,000

<b>SGA Project Number:</b>	208-911005	<b>Name:</b>	Maintenance of Way Track Equipment SOGR - FY25
<b>Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)	<b>Expiration Date:</b>	03/31/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	68.41%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-208	\$520,000	\$880,000	\$500,000	\$700,000	\$2,600,000

### Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. new hi-rail truck delivered and placed in service), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- Upon project completion, provide 2-3 digital photos of completed project, including at least one photo showing the Prop L attribution sticker affixed to the new equipment (applicable to new vehicles).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	31.59%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	31.59%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Maintenance of Way Track Equipment SOGR - FY25
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$2,600,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AH

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Anna Hibbard	Anna Hibbard
<b>Title:</b>	Senior Grant Analyst	Senior Grant Analyst
<b>Phone:</b>	(650) 508-7749	(650) 508-7749
<b>Email:</b>	hibbarda@samtrans.com	hibbarda@samtrans.com



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

**EXPENDITURE PLAN INFORMATION**

<b>PROP L Expenditure Plans</b>	Neighborhood Transportation Program
<b>Current PROP L Request:</b>	\$700,000
<b>Supervisory District</b>	District 11

**REQUEST**

**Brief Project Description**

The requested Neighborhood Transportation Program (NTP) funds will be used to plan, design and construct traffic calming and sideshow deterrence measures at various District 11 locations. SFMTA and the District 11 Commissioner’s Office will select locations from the attached preliminary list based on review by SFMTA engineers, Muni, and the San Francisco Fire Department. Staff will work with the District 11 Commissioner's Office to prioritize locations to fit within the available funding, which is expected to fund approximately 27 traffic calming and 10 sideshow deterrence locations.

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

SFMTA requests an allocation of \$700,000 in Prop L Neighborhood Transportation Program (NTP) funds for District 11 Traffic Calming and Sideshow Deterrence. This request will cover Planning, Design and Construction of various traffic calming and sideshow deterrence measures in District 11.

The goal of proactive traffic calming and sideshow deterrence being undertaken in District 11 is to keep local streets safe for pedestrians and bicyclists, by preempting speeding and cut-through traffic on local neighborhood streets and reducing the incidence of illegal exhibition driving activity. Speed reduction also reduces the severity of injury from a collision. This request will cover implementation of traffic calming measures including speed humps, speed cushions, speed tables, and raised (asphalt) crosswalks, and sideshow deterrence measures including centerline and corner hardening with rubber speed humps, delineator posts, and botts dots.

Prioritization of locations for the District 11 Traffic Calming and Sideshow Deterrence will be determined through ongoing public engagement conducted by the District 11 Commissioner's Office and input from SFMTA and the San Francisco Police Department. The final scope of locations will be determined and approved through on-going discussions with the District 11 Commissioner's office, SFMTA staff (both for streets and transit impacts), and the San Francisco Fire Department where applicable. When the list of locations is finalized, it will be submitted to the Transportation Authority.

Due to the nature of traffic calming and sideshow deterrence, which consists of work at multiple, independent locations, design and construction phases can and most often do occur concurrently,

therefore SFMTA expects to begin construction on some locations prior to finishing design at others.

Scope includes:

**Task 1: Develop List of Locations**

- Task 1.1: Create Preliminary List of Traffic Calming and Sideshow Deterrence Locations
- Task 1.2: Create Map of Preliminary Locations
- Task 1.3: In-reach with SFMTA engineers, Muni, and SFFD (and District 11, if necessary)
- Task 1.4: Finalize List of Traffic Calming and Sideshow Deterrence Locations

**Task 2: Traffic Calming Measures**

- Task 2.1: Evaluate locations
- Task 2.2: Legislative packet creation
- Task 2.3: In-reach to City partners
- Task 2.4: Legislation (Pre-Staff -> TASC -> Engineering Public Hearing)
- Task 2.5: Package legislated improvements for implementation by SFPW Operations or Job Order Contractor (if applicable)

**Task 3: Sideshow Deterrence Measures**

- Task 3.1: Evaluate locations
- Task 3.2: Legislative Packet Creation
- Task 3.3: In-reach to City partners
- Task 3.4: Legislation
- Task 3.5: Draft, review, and submit Work Orders to SFMTA Shops for implementation

**Task 4: Computer Aided Design (CAD)**

- Task 4.1 Striping drawings - Revision Zeros (base striping drawings, where needed) and addition of traffic calming and sideshow deterrence to striping drawings

**Task 5: Project Administration and Construction Support**

- Task 5.1: Tracking & Coordination
- Task 5.2: Quarterly project updates
- Task 5.4: SFPW Construction Support
- Task 5.3: Job Order Contract Administration and Construction Support (if applicable)

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

**Project Location**

Various District 11 locations

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E), Construction (CON)

### Justification for Multi-phase Request

Given strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, the short duration of the planning phase, and the relatively straightforward design of similar improvements at multiple locations, we are recommending concurrent allocation of planning, design, and construction funds.

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$700,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2025	Oct-Nov-Dec	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2026	Jul-Aug-Sep	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

## SCHEDULE DETAILS

Legislation for all project elements is included in the design phase for this project and will include public hearings for projects that require them per the SFMTA's standard processes; this will serve as the opportunity for community input as these projects are approved.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

PLANNING PHASE - BUDGET SUMMARY						
Agency	Task 1	Task 2	Task 3	Task 4	Task 5	Total
SFMTA	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Sr. Engineer (5211)	10	\$ 111.72	\$ 0.71	\$ 282.99	0.005	\$ 2,830
Engineer (5241)	120	\$ 96.54	\$ 0.71	\$ 246.66	0.058	\$ 29,599
Associate Engineer (5207)	80	\$ 84.97	\$ 0.71	\$ 218.98	0.038	\$ 17,518
Total	210				0.101	\$ 49,948

DESIGN PHASE - BUDGET SUMMARY BY MAJOR LINE ITEM			TOTAL LABOR COST BY AGENCY	
Budget Line Item	Totals	% of phase	SFMTA	\$
1. Total Labor	\$ 100,000			100,000
3. Other Direct Costs *	\$ -			
4. Contingency	\$ -	0%		
TOTAL PHASE	\$ 100,000			100,000

\* e.g. PUC costs

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

### MAJOR LINE ITEM BUDGET

CONSTRUCTION PHASE - BUDGET SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of Total	SFPW	SFMTA
<b>1. Traffic Calming</b>				
Speed Hump/Cushion (27)	\$ 432,000	79%	\$ 432,000	\$ -
Paint & Signs (27)	\$ 54,000	10%	\$ -	\$ 54,000
<b>Subtotal</b>	<b>\$ 486,000</b>	<b>88%</b>	<b>\$ 432,000</b>	<b>\$ 54,000</b>
<b>2. Sideshow Deterrence</b>				
0%				
Rubber Speed Hump (40)	\$ 20,000	4%	\$ -	\$ 20,000
Delineator Post (25)	\$ 12,500	2%	\$ -	\$ 12,500
Botts Dots Matrix (10)	\$ 2,500	0%	\$ -	\$ 2,500
<b>Subtotal</b>	<b>\$ 35,000</b>	<b>6%</b>	<b>\$ -</b>	<b>\$ 35,000</b>
Construction Management/Support	\$ 20,000	4%	\$ -	\$ 20,000
Contingency	\$ 9,000	2%	\$ -	\$ 9,000
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 550,000</b>		<b>\$ 432,000</b>	<b>\$ 118,000</b>

Assumptions: 27 traffic calming devices and 10 sideshow deterrence intersections

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$700,000	\$0	\$0	\$700,000
<b>Phases In Current Request Total:</b>	\$700,000	\$0	\$0	\$700,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$50,000	\$50,000	Engineer's estimate; recent experience
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$100,000	\$100,000	Engineer's estimate; recent experience
Construction	\$550,000	\$550,000	Engineer's estimate; recent experience
Operations	\$0		
Total:	\$700,000	\$700,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	11/07/2024
<b>Expected Useful Life:</b>	25 Years

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$700,000	<b>Total PROP L Recommended</b>	\$700,000

<b>SGA Project Number:</b>		<b>Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2026
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-225	\$20,000	\$30,000	\$50,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Task 1.2: Upon completion (anticipated by September 2025), provide finalized list and map of Traffic Calming and Sideshow Deterrence locations
3. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.

### Notes

1. Progress reports will be shared with the District 11 Commissioner.

<b>SGA Project Number:</b>		<b>Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	03/31/2028
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-225	\$25,000	\$50,000	\$25,000	\$100,000



<b>Deliverables</b>
1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the design phase, provide evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar).
<b>Notes</b>
1. Progress reports will be shared with the District 11 Commissioner.

<b>SGA Project Number:</b>		<b>Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

**Cash Flow Distribution Schedule by Fiscal Year**

<b>Fund Source</b>	<b>FY2026/27</b>	<b>FY2027/28</b>	<b>Total</b>
PROP L EP-225	\$225,000	\$325,000	\$550,000

<b>Deliverables</b>
1. Quarterly progress reports (QPRs) shall include % complete to date, details of status and work completed to date by location, photos of work being performed at representative locations, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first QPR (due December 2026) following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work at representative locations.
<b>Special Conditions</b>
1. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of improvements by location, as confirmed by the District 11 Supervisor.
<b>Notes</b>
1. Progress reports will be shared with the District 11 Commissioner.

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP L</b>
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 11 Traffic Calming and Sideshow Deterrence [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$700,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

DC

## CONTACT INFORMATION

	Project Manager	Grants Manager
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<b>Title:</b>	Project Manager	Grants Procurement Manager
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**FY25 District 11 Traffic Calming & Sideshow Deterrence [NTP] Preliminary List of Potential Locations**  
**SFMTA Project Number 100xxxxx - PLN, DD, CON Phase**

No.	Project	Location	Preliminary List from D11		Status/Comments
			Improvement	Quantity	
1	FY25 D11 NTIP Traffic Calming	Athens St, Madison St to Peru Ave (Unit block)	Speed Cushion	2	
1	FY25 D11 NTIP Traffic Calming	Athens St, Peru Ave to Valmar Terr (Unit block)	Speed Cushion	1	
2	FY25 D11 NTIP Traffic Calming	Cambridge St, Pioche St to Silliman St (200 block)	Speed Cushion	1	
3	FY25 D11 NTIP Traffic Calming	Congdon St, Trumbull St to Ney St (100 block)	Speed Cushion	1	
5	FY25 D11 NTIP Traffic Calming	Edinburgh St, Silver Ave to Peru St (Unit block)	Speed Cushion	2	
4	FY25 D11 NTIP Traffic Calming	Edinburgh St, Russia Ave to France Ave (600 block)	Speed Cushion	2	
7	FY25 D11 NTIP Traffic Calming	Grafton Ave, Granada Ave to Miramar Ave (400 block)	Speed Cushion	1	
6	FY25 D11 NTIP Traffic Calming	Grafton Ave, Faxon Ave to Jules Ave (700 block)	Speed Cushion	1	
8	FY25 D11 NTIP Traffic Calming	Harold Ave, Bruce Ave to Ocean Ave (200 block)	Speed Cushion	1	
9	FY25 D11 NTIP Traffic Calming	Italy Ave, Madrid St to Edinburgh St (400 block)	Speed Cushion	1	
10	FY25 D11 NTIP Traffic Calming	Lisbon St, Italy Ave to Amazon Ave (700 block)	Speed Cushion	2	
11	FY25 D11 NTIP Traffic Calming	London St, France Ave to Italy Ave (600 block)	Speed Cushion	2	
12	FY25 D11 NTIP Traffic Calming	Maynard St, Gladstone Dr to Trumbull St (300 block)	Speed Cushion	1	
13	FY25 D11 NTIP Traffic Calming	Plymouth Ave, Lakeview Ave to Grafton Ave (900 block)	Speed Cushion	2	
14	FY25 D11 NTIP Traffic Calming	Sargent St, Ramsell St to Arch St (400 block)	Speed Cushion	1	
15	FY25 D11 NTIP Traffic Calming	Silliman St, Oxford St to Harvard St (1500 block)	Speed Cushion	1	
26	FY25 D11 NTIP Traffic Calming	Silver Ave, Mission St to Lisbon St (300 block)	Speed Cushion	2	
23	FY25 D11 NTIP Traffic Calming	Silver Ave, Lisbon St to Craut St (400 block)	Speed Cushion	1	
19	FY25 D11 NTIP Traffic Calming	Silver Ave, Craut St to Madrid St (400 block)	Speed Cushion	1	
25	FY25 D11 NTIP Traffic Calming	Silver Ave, Madrid St to Edinburgh St (400 block)	Speed Cushion	1	
20	FY25 D11 NTIP Traffic Calming	Silver Ave, Edinburgh St to Congdon St (400 block)	Speed Cushion	1	
18	FY25 D11 NTIP Traffic Calming	Silver Ave, Congdon St to Naples St (500 block)	Speed Cushion	1	
27	FY25 D11 NTIP Traffic Calming	Silver Ave, Naples St to Vienna St (500 block)	Speed Cushion	1	
29	FY25 D11 NTIP Traffic Calming	Silver Ave, Vienna St to Madison St (500 block)	Speed Cushion	1	
24	FY25 D11 NTIP Traffic Calming	Silver Ave, Madison St to Gambier St (600 block)	Speed Cushion	1	
21	FY25 D11 NTIP Traffic Calming	Silver Ave, Gambier St to Harvard St (600 block)	Speed Cushion	1	
22	FY25 D11 NTIP Traffic Calming	Silver Ave, Harvard St to Oxford St (700 block)	Speed Cushion	1	
28	FY25 D11 NTIP Traffic Calming	Silver Ave, Oxford St to Cambridge St (700 block)	Speed Cushion	1	
17	FY25 D11 NTIP Traffic Calming	Silver Ave, Cambridge St to Yale St (800 block)	Speed Cushion	1	
30	FY25 D11 NTIP Traffic Calming	Silver Ave, Yale St to Amherst St (800 block)	Speed Cushion	1	
16	FY25 D11 NTIP Traffic Calming	Silver Ave, Amherst St to Princeton St (900 block)	Speed Cushion	1	
31	FY25 D11 NTIP Traffic Calming	South Hill Blvd, Munich St to Prague St (Unit block)	Speed Cushion	1	
32	FY25 D11 NTIP Traffic Calming	South Hill Blvd, Prague St to Rolph St/Winding Way (Unit block)	Speed Cushion	1	
33	FY25 D11 NTIP Traffic Calming	South Hill Blvd, Toyon Ln to Canyon Dr (200 block)	Speed Cushion	1	
34	FY25 D11 NTIP Traffic Calming	Thrift St, Plymouth Ave to Capitol Ave (100 block)	Speed Cushion	2	
35	FY25 D11 NTIP Traffic Calming	Victoria St, Garfield St to Holloway Ave (500 block)	Speed Cushion	2	
1	FY25 D11 NTIP Sideshow Deterrence	Geneva Ave and Mission St	Centerline Hardening w/Rubber Humps	4	
2	FY25 D11 NTIP Sideshow Deterrence	Geneva Ave and Naples St	Centerline Hardening w/Rubber Humps	4	
3	FY25 D11 NTIP Sideshow Deterrence	Alemany Blvd and Silver Ave	Centerline Hardening w/Rubber Humps	4	
4	FY25 D11 NTIP Sideshow Deterrence	Alemany Blvd and Ocean Ave	Centerline Hardening w/Rubber Humps	4	
5	FY25 D11 NTIP Sideshow Deterrence	Excelsior Ave and Naples St	Centerline Hardening w/Rubber Humps	4	
6	FY25 D11 NTIP Sideshow Deterrence	Madrid St and Russia St	Centerline Hardening w/Rubber Humps	4	
7	FY25 D11 NTIP Sideshow Deterrence	Randolph St and Head St	Centerline Hardening w/Rubber Humps	4	
8	FY25 D11 NTIP Sideshow Deterrence	Randolph St and Victoria St	Centerline Hardening w/Rubber Humps	4	
9	FY25 D11 NTIP Sideshow Deterrence	Brazil St and Naples St	Centerline Hardening w/Rubber Humps	4	
10	FY25 D11 NTIP Sideshow Deterrence	Silver Ave and Congdon St	Centerline Hardening w/Rubber Humps	4	
11	FY25 D11 NTIP Sideshow Deterrence	Alemany Blvd and Congdon St	Centerline Hardening w/Rubber Humps	4	
12	FY25 D11 NTIP Sideshow Deterrence	Mission St and Trumbull St	Centerline Hardening w/Rubber Humps	4	
13	FY25 D11 NTIP Sideshow Deterrence	Mission St and Castle Manor Ave/Maynard St	Centerline Hardening w/Rubber Humps	4	
14	FY25 D11 NTIP Sideshow Deterrence	Trumbull St and Craut St	Centerline Hardening w/Rubber Humps	4	

Total Speed Humps:	0
Total 3-lump Speed Cushions:	43
Total 5-lump Speed Cushions:	0
Total Raised Crosswalks:	0
Total Rubber Humps:	56
<b>Grand Total:</b>	<b>99</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	West Side Network Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Development Oriented Transportation
<b>Current PROP L Request:</b>	\$250,000
<b>Supervisorial Districts</b>	District 01, District 04, District 07

## REQUEST

### Brief Project Description

Through the West Side Network Study, SFCTA, SF Planning, and SFMTA will analyze the expected performance of the planned multimodal west side transportation network in the context of the San Francisco Transportation Plan 2050+ expected growth scenario, and propose additional mobility solutions as needed to increase network performance. The study will result in an area-wide transportation plan and vision, informed by outreach, to support future transportation needs.

### Detailed Scope, Project Benefits and Community Outreach

See attached scope

### Project Location

The core study geography at project outset includes districts 1, 4, and 7 west of 19th Avenue.

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

# West Side Network Study Scope

## Statement of study purpose:

*The purpose of the West Side Network Study is for SFCTA, San Francisco Planning Department (SF Planning), and SFMTA to analyze and share with stakeholders a narrative of the expected performance of the west side transportation network (all modes), including planned transportation projects, in the context of the of the San Francisco Transportation Plan 2050+<sup>1</sup> (SFTP 2050+ or SFTP+) expected growth scenario, and to propose additional mobility and policy solutions as needed to lift network performance towards achievement of citywide long-range transportation plan goals.*

*The West Side Network Study responds to findings from past city plans, such as the Connect SF Streets and Freeways Study and the District 4 Mobility Study, that neighborhoods in Western San Francisco experience unique transportation challenges. The West Side Network Study also seeks to respond to the expected growth on the west side, as forecast by the SF Planning Department and the SFTP+. For the west side transportation network, the study will articulate transportation performance goals and measure expected performance under future-year conditions. This information is intended for use in public engagement of SFTP+ and related studies.*

*For west side neighborhoods, the study will result in an area-wide transportation plan and vision to support future transportation needs. The study will seek to identify specific areas of need and additional projects to address those needs.*

## Tasks

### 1. Plan Review

- a. Review existing plans and findings from recent outreach to compile list of known needs
- b. Compile list of ongoing transportation projects (e.g., brief scope, schedule, status); Differentiate between projects which are funded vs. planned/expected vs need project development)

### *Deliverables:*

- *Plan Review Memo including (SFCTA)*
  - *List of known needs*
  - *List of ongoing or planned transportation projects*
  - *Map of ongoing or planned transportation projects*

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<sup>1</sup> SFTP 2050+ is a minor update to the SFTP 2050 (December 2022)

## 2. Goals Framework

- a. Define a framework of goals and metrics, assumed to be identical to or very closely resemble what was used in ConnectSF. Framework could include additional, simple metrics with uncontroversial methodologies which measure additional west side-specific known needs (1a).

### *Deliverables:*

- *Study Area Map (SFCTA)*
- *Goals Framework (SFCTA)*

## 3. Baseline and Future Network Performance

- a. Prepare scripts which extract metrics (2a) from SF-CHAMP results. Assume that corridor-level metrics will be extracted for all corridors proposed for increased housing capacity.
- b. Summarize performance of west side network<sup>2</sup> (by metrics defined in 2a): SFTP+ 2023 scenario and SFTP+ 2050 Baseline Projects

### *Deliverables:*

- *Draft and Final SF-CHAMP results spreadsheet, maps, and documentation (SFCTA)*

## 4. Gaps Assessment

- a. Identify any new needs revealed from task 3 analysis
- b. At a conceptual level, map known needs into planned projects to identify any gaps or unaddressed needs.

### *Deliverables:*

- *Needs, Projects, and Gaps Mapping matrix (SFCTA)*

## 5. Stakeholder Outreach

Two rounds of outreach anticipated to share findings with the community, both carried out by separate but coordinated study teams (eg SFTP+ and Planning Department Expanding Housing Choice)

This study will Develop public materials which answer key questions being raised in the community: *How will the network handle future growth? What is the city doing to ensure that the transportation system works well in the future? Outreach will ask: What additional needs does the community identify?*

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<sup>2</sup> Westside geography as defined by SFMTA's previous "West Side Strategy"

- a. Round 1 will be conducted through the SFTP+ (anticipated Spring 2025).  
Questions to be asked: *What identified west side needs should be prioritized? Are there additional needs which we missed?*
  - i. West Side provides: Summarized SF-CHAMP results for 2023 and 2050 measuring west side goals; Summarized SF-CHAMP 2023 and 2050 corridor-level metrics for corridors proposed for increased housing capacity. (task 3 deliverables)
  - ii. West Side provides: Shared messaging across PD, SFMTA, SFCTA, about the expected performance of the transportation system in 2050 and SF’s proactive approach to identifying and addressing needs (builds on task 3 and 4 deliverables)
  
- b. Round 2 will be conducted through the SFTP+ (takes place after Task 6) Goal of Round 2 outreach for west side is to inform project development next-steps for individual solutions and inform a preliminary prioritization of solutions:
  - i. West Side provides: Materials to communicate proposed mid-term solutions (6a).
  - ii. West Side provides: Shared messaging across PD, SFMTA, SFCTA, about how individual solutions are intended to improve the expected performance of the transportation system and address known west side needs

*Deliverables:*

- *Interagency west side messaging document (round 1)*<sup>3</sup>
- *Revised interagency west side messaging document (round 2)*

## **6. Solutions Development**

- a. Develop mid-term (10-15 year) solutions prioritizing any identified gaps (Task 4). Solutions may be capital projects, operational services, or programs (such as TDM). Solutions will be developed only for the “west side” geography. Each proposed solution should include a “project description packet” which describes what is being proposed; which gaps/needs the project is intended to address; RoM cost estimates; an evaluation plan; identified next steps for project development, including implementation strategies (funding and priority development strategies next steps).
- b. For each proposed solution, assess how the solution would affect performance measures in the goals framework (Task 1)

*Deliverables:*

- *List of 5-15 mid-term solutions (SFMTA, with SFCTA support and input)*
- *Project Description Packet for each potential solution (SFMTA)*

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<sup>3</sup> *Outreach materials (Presentations, webpage, FAQ/messaging document) and multi-lingual events for both Rounds will be coordinated with and implemented through SFTP 2050+*

- *Revised Needs and Projects Mapping Matrix including new potential solutions (SFCTA)*

## **7. Draft and Final Report (SFCTA)**

Produce a final report and present it to the SFCTA Board for approval.

*Deliverables:*

- *Final Report*



**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$250,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	West Side Network Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2024	Oct-Nov-Dec	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

## SCHEDULE DETAILS

- Task 1 - Plan Review December--> January 2025
- Task 2 - Goals Framework December --> January 2025
- Task 3 - Baseline Future-Year Westside Network Performance December 2024--> March 2025
- Task 4 - Gaps Assessment December 2024 --> April 2025
- Task 5 - Stakeholder Outreach; Round 1 in May 2025; Round 2 in Fall 2025
- Task 6 - Solution Development April 2025 --> September 2025
- Task 7 - Final Report; Winter 2025

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	West Side Network Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-227: Development Oriented Transportation	\$0	\$250,000	\$0	\$250,000
	\$0	\$0	\$0	\$0
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$250,000</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000	\$250,000	build-up budget
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$250,000	\$250,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	10/25/2024
<b>Expected Useful Life:</b>	N/A

**San Francisco County Transportation Authority  
Prop L/Prop AA/Prop D TNC Allocation Request Form**

MAJOR LINE ITEM BUDGET - WEST SIDE NETWORK								
BUDGET SUMMARY - PLANNING								
Agency	Task 1 - Plan Review	Task 2 - Goals Framework	Task 3 - Baseline Future Newtork Performance	Task 4 - Gaps Assessment	Task 5 - Stakeholder Outreach	Task 6 - Solutions Development	Task 7 - Final Report	Total
SFMTA	\$ 6,414	\$ 3,200	\$ 917	\$ 6,656	\$ 11,093	\$ 87,948	\$ 4,216	\$ 120,444
SFCTA	\$ 11,115	\$ 4,768	\$ 14,998	\$ 9,432	\$ 17,561	\$ 25,886	\$ 11,510	\$ 95,270
SF Planning	\$ 2,030	\$ 2,106	\$ 812	\$ 2,673	\$ 6,678	\$ 4,863	\$ 3,892	\$ 23,054
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,232
<b>Total</b>	<b>\$ 19,559</b>	<b>\$ 10,074</b>	<b>\$ 16,727</b>	<b>\$ 18,761</b>	<b>\$ 35,332</b>	<b>\$ 118,697</b>	<b>\$ 19,618</b>	<b>\$ 250,000</b>

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5207 Associate Engineer (Streets)	40	\$ 84.97	2.58	\$ 218.98	0.02	\$ 8,759
5241 Engineer (Streets)	85	\$ 96.54	2.56	\$ 246.66	0.04	\$ 20,966
5289 TP III (Transit Planning)	160	\$ 72.08	3.18	\$ 229.24	0.08	\$ 36,678
5290 TP IV (Streets Planning)	124	\$ 85.45	2.58	\$ 220.13	0.06	\$ 27,296
5502 Project Manager I	45	\$ 95.90	3.11	\$ 298.69	0.02	\$ 13,441
9182 Manager VIII (Streets Planning)	35	\$ 150.55	2.52	\$ 380.10	0.02	\$ 13,303
<b>Total</b>	<b>489.00</b>					<b>\$ 120,444</b>

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Planner	246	\$ 67.12	2.42	\$ 162.25	0.12	\$ 39,914
Intern	132	\$ 28.00	2.42	\$ 67.68	0.06	\$ 8,934
Principal Transportation Modeler	118	\$ 85.67	2.42	\$ 207.07	0.06	\$ 24,434
Deputy Director	38	\$ 106.56	2.42	\$ 257.58	0.02	\$ 9,788
Senior Graphic Designer	96	\$ 52.58	2.42	\$ 127.09	0.05	\$ 12,201
<b>Total</b>	<b>630.00</b>					<b>\$ 95,270</b>

SF Planning	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Planner III	72	\$ 71.56	2.84	\$ 203.02	0.03	\$ 14,617
Planner IV	13	\$ 84.84	2.84	\$ 240.69	0.01	\$ 3,129
Comms Specialist	16	\$ 66.71	2.84	\$ 189.26	0.01	\$ 3,028
Division Director	7	\$ 114.80	2.84	\$ 325.69	0.00	\$ 2,280
<b>Total</b>	<b>108.00</b>					<b>\$ 23,054</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	West Side Network Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$250,000	<b>Total PROP L Recommended</b>	\$250,000

<b>SGA Project Number:</b>		<b>Name:</b>	Westside Network Study
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2026
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-227	\$150,000	\$100,000	\$250,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule.
2. Upon completion of Task 1: Plan Review (anticipated: January 2025), provide the Plan Review Memo.
3. Upon completion of Task 2: Goals Framework (anticipated: January 2025), provide the Study Area Map and Goals Framework.
4. Upon completion of Task 3: Baseline Future-Year Westside Network Performance November (anticipated: March 2024), provide the Final SF-CHAMP results spreadsheet, maps, and documentation.
5. Upon completion of Task 4: Gaps Assessment (anticipated: April 2025), provide the Needs, Projects, and Gaps Mapping matrix.
6. Upon completion of Task 5: Stakeholder Outreach (anticipated: Fall 2025), provide the Revised interagency west side messaging document (round 2).
7. Upon completion of Task 6: Solutions Development (anticipated: September 2025), provide the Revised Needs and Projects Mapping Matrix including new potential solutions.
8. Upon completion of Task 7: Draft and Final Report (anticipated: Winter 2025), SFCTA shall present the Final Report to the Board for approval.

### Special Conditions

1. The recommended allocation is contingent upon amendment of the Development Oriented Transportation 5YPP. See attached 5YPP amendment for details.

**Notes**

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP L</b>
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	West Side Network Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$250,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

EL

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	David Long	Anna LaForte
<b>Title:</b>	Planner	Deputy Director for Policy & Programming
<b>Phone:</b>	(415) 593-1669	(415) 522-4805
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	AV Resource Portal
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Citywide and Modal Planning
<b>Current PROP L Request:</b>	\$100,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

San Francisco is one of the primary hubs of autonomous vehicle (AV) deployment. There is a great interest nationally and internationally, and utility in developing resources that facilitate the dissemination of AV on-the-ground activities and policy initiatives. The AV Resource Portal Project is a joint effort by the SFCTA and SFMTA that aims to provide a one-stop online resource for information about AV legislation, permitting, and data incorporating all local, state and federal publicly available sources, affecting San Francisco and beyond.

### Detailed Scope, Project Benefits and Community Outreach

The Autonomous Vehicle (AV) Resource Portal will be a public resource accessible via a "microsite" / sub-website within SFCTA's main website, but branded as a joint SFCTA-SFMTA effort. Information will be assembled by SFCTA and SFMTA staff, and published/updated by SFCTA on a quarterly basis.

**Primary deliverable:** Webpage hosted by SFCTA and updated quarterly. The project team will provide an update to the Board on the completion of the overall AV Resource Portal Project.

### Contents

1. Data dashboard: interactive visualization of publicly available AV data and local sources
2. Permit overview: current and historic AV permit information
3. Regulation resources: current and developing AV regulations
4. Research portal: curated links to independent AV research

#### Task 1. AV Resource Dashboard

##### Task 1A

The first element of the AV dashboard will provide an overview of publicly available AV data in California, with a focus on San Francisco. It will include, at a minimum, data from the California Department of Motor Vehicles (DMV), the California Public Utilities Commission (CPUC) and the National Highway Traffic Safety Administration (NHTSA), and data reported to 311. The data available from these agencies includes information on vehicle miles traveled (VMT), collisions, and



disengagements. Examples of data to be included in the Data Dashboard include:

1. VMT by company, location, permit type, permitting authority, phase of passenger service
2. Collisions by company, location, permit type, permitting authority, presence or absence of a safety driver, phase of passenger service, severity
3. Disengagements by company, location, permit type, presence or absence of a safety driver, cause
4. 311 reports

The overview will note what data is reported to regulators and where it may be redacted/missing or otherwise not made available for public reporting.

**Key activities:**

1. Catalog existing publicly available data sources, and their capabilities and constraints and design dashboard displays
2. Develop a process for retrieving new public reports and integrating the relevant data into the dashboard
3. Quarterly updates of the dashboard incorporating the most recent public data

**Preliminary Deliverables:**

1. SFCTA will compile, at the onset of the project, a representative sample of all the publicly available data for review and discussion with SFMTA
2. SFCTA will compile a quarterly report of public data, following agreed upon templates. Roughly, the reports (four in total) will be due in April, July and October of 2025, and January of 2026

**Final Deliverable:** Within the AV dashboard webpage (part of the microsite), functional displays for information on AV VMT, collisions, and disengagements.

**Task 1B**

The second element of the AV dashboard will incorporate additional local incident data sources compiled and synthesized by SFMTA. These sources include:

1. 911 calls related to AVs
2. Emergency responder reports of interactions with AVs
3. Muni operator reports of incidents involving AVs

SFMTA will develop these datasets and provide them to SFCTA. SFCTA and SFMTA will design the dashboard displays.

**Key activities:**

1. Catalog existing local AV incident data sources, and their capabilities and constraints and design dashboard displays
2. Develop a process for retrieving local data and integrating the relevant data into the dashboard
3. Quarterly updates of the dashboard incorporating the most recent local data

**Preliminary Deliverables:**

1. SFMTA will provide SFCTA, at the onset of the project, a representative sample of the data it collects on local AV incidents (911, emergency responder, Muni operator, etc) and describe the associated processes of collection and curation with such data set
2. SFMTA will submit to SFCTA a quarterly local incident data report, following agreed upon templates and schedule. Roughly, the reports (four in total) will be due in April, July and October of 2025, and January of 2026.

**Final Deliverable:** Within the SF AV dashboard webpage (part of the microsite), functional displays for information on local incident data as reported by 911, emergency responders, and Muni operators, among others.

### Task 2. San Francisco AV Permits Overview

The SF AV Permit Overview will provide information describing current and historical permits for AV companies operating in California. This will include information on the permitting authority (DMV and/or CPUC), permit type (with a safety driver vs driverless; testing vs deployment), status (awarded, pending) and Operational Design Domain (ODD) of the permits including location, authorized operating speed (up to), weather conditions, times of day, and fleet size.

#### Key activities:

1. Identify permitting agencies, locations of information about current and historical permits.
2. Synthesize permit information into a text and visual overview. Identify web pages, mailing lists, or other sources of alerts to changes in permits and develop a monitoring/update plan.

**Deliverable:** A San Francisco AV Permits Overview webpage (part of the microsite) and subsequent quarterly updates

### Task 3. AV Regulation Resources

The AV Regulation Resources page will provide information on the regulatory agencies that have oversight of AVs in California. It will provide information on the regulatory authority of each agency, their adopted regulations, and proposed regulations as well as San Francisco's input to regulatory policy proceedings. This page will also provide information on legislative initiatives to regulate AVs. The AV Regulation Resources page will focus on laws and regulations that govern AVs in San Francisco, but will also provide other related resources that may include regulations in other states or countries, comparative analyses of regulatory approaches, and proposed regulatory approaches. A significant task within this section will be to develop and maintain a synthesis of existing CPUC regulations. CPUC regulations are developed through a series of "Decisions" and rulings which may update previous Decisions in part or in whole, but are not consolidated into a living source describing complete current regulations. Currently, interested individuals must read all CPUC Decisions to understand the status of active and completed rulemakings.

#### Key activities:

1. Identify regulations pertaining to AVs at NHTSA, DMV, CPUC, and in the California codes.
2. Compile hyperlinks and download digital backups. Identify web pages, mailing lists, or other sources of alerts to changes in permits and develop a monitoring/update plan.
3. Compile synthesized CPUC regulation doc from decisions.

#### Deliverables:

1. An AV Regulation Resources webpage with links to current and proposed regulations governing AVs in San Francisco
2. An updated AV Regulation Resources webpage that includes a synthesis of existing CPUC regulations from CPUC Decisions

### Task 4. AV Research Portal

The Research Portal will provide curated links to independent, high-quality research on AVs. The research will be curated for topical relevance, focusing on issues of interest to the San Francisco public, agencies, and decision makers, like evaluations of AV safety or operational impacts. The research will also be screened for quality and independence.

**Key activities:** Identify research topics to include (for example, empirical evaluations of AV safety), develop criteria for including a research article, identify journals and other sources to monitor for new research, develop a quarterly research monitoring plan. .

**Deliverable:** An AV Research Portal webpage (part of the microsite) with curated links to AV research.

San Francisco

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount

**Justification for Necessary Amendment**

This request includes an amendment to the Prop L Citywide and Modal Planning 5YPP to reprogram funds from the AV Safety and Metrics Standards project to the subject project. Initially, the funds were designated for the development of AV safety metrics and standards to inform regulators, San Francisco policy-makers and other stakeholders about appropriate AV safety metrics and performance standards to guide AV safety analysis and deployment policies (permitting). However, SFCTA staff determined that the creation of the AV Resource Portal is a higher priority for these funds. The portal also accomplishes an informational role pertaining to AV operations and safety performance, and may serve as a foundation for further development of AV safety metrics and standards.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	AV Resource Portal
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2025	Apr-May-Jun	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

## SCHEDULE DETAILS

See schedule details attached.

# Schedule

Table 1: Schedule by task

Task	Task Name	Jan-Mar 2025	Apr-Jun 2025	Jul-Sep 2025	Oct-Dec 2025	Jan Mar 2026
Task 1	AV Dashboard					
Task 2	AV Permit Overview					
Task 3	AV Regulation Resources					
Task 4	AV Research Portal					
	Content design and development					
	Live website and updates					

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	AV Resource Portal
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$0	\$100,000	\$0	\$100,000
CMA Funds (STP3%)	\$28,096	\$0	\$0	\$28,096
<b>Phases In Current Request Total:</b>	\$28,096	\$100,000	\$0	\$128,096

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$128,096	\$100,000	SFCTA Budget Calculations
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$128,096	\$100,000	

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

# San Francisco County Transportation Authority

## Prop L/Prop AA/Prop D TNC Allocation Request Form

**MAJOR LINE ITEM BUDGET**

BUDGET SUMMARY						
Agency	Task 1 - AV Dashboard	Task 2 - AV Permit Overview	Task 3 - AV Regulation Resources	Task 4 - AV Research Portal		Total
SFCTA	\$ 41,369	\$ 19,327	\$ 18,292	\$ 19,151		\$ 98,139
SFMTA	\$ 29,957	\$ -	\$ -	\$ -		\$ 29,957
Consultant	\$ -	\$ -	\$ -	\$ -		\$ -
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -		\$ -
<b>Total</b>	<b>\$ 71,326</b>	<b>\$ 19,327</b>	<b>\$ 18,292</b>	<b>\$ 19,151</b>		<b>\$ 128,096</b>

\* Direct Costs include mailing, reproduction costs room rental fees.

## San Francisco County Transportation Authority Prop L/Prop AA/Prop D TNC Allocation Request Form

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Principal Transportation Modeler	360	\$ 86	2.42	\$ 207	0.17	\$ 74,545
TD&A Deputy Director	30	\$ 113	2.42	\$ 272	0.01	\$ 8,168
Senior Graphics Designer	76	\$ 53	2.42	\$ 127	0.04	\$ 9,659
Director of Communications	25	\$ 95	2.42	\$ 231	0.01	\$ 5,767
<b>Total</b>	<b>491.00</b>				<b>0.23</b>	<b>\$ 98,139</b>

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Analytics Engineer	28	\$ 114	1.83	\$ 208	0.01	\$ 5,828
Principal Analyst	12	\$ 114	1.83	\$ 208	0.006	\$ 2,490
Transit Planner II	134	\$ 88	1.83	\$ 161	0.06	\$ 21,638
<b>Total</b>	<b>174.00</b>				<b>0.08</b>	<b>\$ 29,957</b>



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	AV Resource Portal
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$100,000	<b>Total PROP L Recommended</b>	\$100,000

<b>SGA Project Number:</b>		<b>Name:</b>	AV Resource Portal
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	12/31/2026
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	78.07%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-228	\$43,838	\$56,162	\$100,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion, SFCTA shall present the AV Resource Portal webpage and the dashboard, permits overview, regulation resources, and research portal to the Board and CAC.

### Special Conditions

1. The recommended allocation is contingent upon amendment of the Citywide/Modal Planning 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	21.93%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	21.93%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	AV Resource Portal
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$100,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JPV

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Jean Paul Velez	Anna LaForte
<b>Title:</b>	Principal Transportation Planner, Technology Policy	Deputy Director for Policy & Programming
<b>Phone:</b>	555-5555	(415) 522-4805
<b>Email:</b>	jean.paul@sfcta.org	anna.laforte@sfcta.org

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Innes Avenue Sidewalk Improvements
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP AA Expenditure Plans</b>	Prop AA Pedestrian Projects
<b>Current PROP AA Request:</b>	\$672,000
<b>Supervisory District</b>	District 10

## REQUEST

### Brief Project Description

Pedestrian safety and accessibility along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include construction of 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing.

### Detailed Scope, Project Benefits and Community Outreach

During the storm events in October 2021, 2 cubic yards of rocks and debris fell across the public right-of-way along the south side of Innes Ave and into the parking lane. This project, located in an Equity Priority Community, will provide pedestrians with a more complete and safe connection between the Bayview and Hunters Point neighborhoods. There are long segments without sidewalks, and rockslides pose a risk to pedestrians and motorists in the area. The recently completed Arelious Walker stairwell provides connectivity between Innes-adjacent housing projects, and the new sidewalk and curb ramp replacement scope provides a complete pedestrian safety and connectivity improvement in the neighborhood.

The proposed project will construct nearly 450 linear feet of new sidewalk, install 6 ADA compliant curb ramps, and install 400 feet of new safety rockslide catchment fence to improve safety and accessibility along the corridor.

The area is seeing significant new development, including the adjacent India Basin Development that will bring approximately 394 subsidized affordable homes to the area. Improving conditions for people walking and addressing safety and accessibility issues will bring significant benefit to this area of San Francisco.

The Innes Avenue project limits include 3 bus stops along the 19 Polk Muni Line which provide a direct route to several schools, including the nearby Malcolm X Academy. Access to these bus stops will be significantly enhanced by the addition of missing ADA curb ramps and sidewalk. Additionally, the sidewalk replacement scope at bus stops will provide opportunities to assess bus ramp deployment areas and re-configure and re-grade as needed to further improve accessibility.

This project will be coordinated with Public Works' Infill Sidewalks in the Bayview project. The Bayview project was recommended for funding by San Francisco's Capital Planning Committee in 2021 to install new or upgrade deficient sidewalks in and around the Bayview, improving pedestrian safety around schools, transit stops, and other community or business resources.

### Project Location

Innes Ave from Arelious Walker to Donahue Street

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

### Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP AA Amount</b>	\$672,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Innes Avenue Sidewalk Improvements
<b>Primary Sponsor:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2024
Advertise Construction	Oct-Nov-Dec	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2025		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2027

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Innes Avenue Sidewalk Improvements
<b>Primary Sponsor:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$0	\$672,000	\$0	\$672,000
Certificate of Participation	\$0	\$100,000	\$0	\$100,000
General Fund	\$0	\$100	\$0	\$100
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$772,100</b>	<b>\$0</b>	<b>\$772,100</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$672,000	\$179,000	\$851,000
Certificate of Participation	\$0	\$100,000	\$0	\$100,000
General Fund	\$0	\$100	\$5,000	\$5,100
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$772,100</b>	<b>\$184,000</b>	<b>\$956,100</b>

## COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$5,000		Actual cost
Right of Way	\$0		
Design Engineering	\$179,000		Actual cost
Construction	\$772,100	\$672,000	Engineer's estimate
Operations	\$0		
Total:	\$956,100	\$672,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	09/30/2024
<b>Expected Useful Life:</b>	15 Years

# San Francisco County Transportation Authority

## Prop L/Prop AA/ TNC Tax Allocation Request Form

**MAJOR LINE ITEM BUDGET - INNES AVENUE SIDEWALK IMPROVEMENTS**

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Traffic Control/ Pavement Markings	\$ 112,200				\$ 112,200
Asphalt Concrete	\$ 24,300				\$ 24,300
Concrete Base/Pavement	\$ 96,916				\$ 96,916
Concrete Sidewalk	\$ 65,466				\$ 65,466
Concrete Curb	\$ 72,030				\$ 72,030
Pull Box/Adjust Manhole	\$ 5,200				\$ 5,200
Tree Protection	\$ 3,000				\$ 3,000
Drainage Work	\$ 34,650				\$ 34,650
Mobilization/Demobilization	\$ 75,000				\$ 75,000
Subtotal	\$ 488,762				\$ 488,762
2. Construction Management/Support	\$ 235,000	48%	\$ 235,000		-
3. Contingency	\$ 48,338	10%			\$ 48,338
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 772,100</b>		<b>\$ 235,000</b>	<b>\$ -</b>	<b>\$ 537,100</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Innes Avenue Sidewalk Improvements
<b>Primary Sponsor:</b>	Department of Public Works

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP AA Requested:</b>	\$672,000	<b>Total PROP AA Recommended</b>	\$672,000

<b>SGA Project Number:</b>	725-208064	<b>Name:</b>	Innes Avenue Sidewalk Improvements
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	03/31/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	87.04%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP AA EP-702	\$168,000	\$504,000	\$672,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (April 2025) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop AA attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

### Notes

1. SFPW requested that the Transportation Authority waive the Prop AA policy that prohibits the advertisement of services/contracts funded with Prop AA prior to allocation of funds by the Transportation Authority Board for the construction of the Innes Avenue Sidewalk Improvements project in order to address a public safety concern on the Innes Avenue hillside as soon as possible. On October 10, 2024, Transportation Authority staff granted permission to advertise at-risk and noted that such a waiver does not presume a positive Board action and is not a guarantee of Prop AA funds.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	12.96%	No TNC TAX	No PROP L
Actual Leveraging - This Project	10.99%	No TNC TAX	No PROP L



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Innes Avenue Sidewalk Improvements
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP AA Request:</b>	\$672,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JLY

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Therese Topacio	Victoria Chan
<b>Title:</b>	Project Manager	Budget Manager
<b>Phone:</b>	555-5555	(415) 205-6316
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Vision Zero Quick-Build Implementation FY25
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>TNC TAX Expenditure Plans</b>	Quick Builds
<b>Current TNC TAX Request:</b>	\$4,185,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. This request is for funding to implement safety improvements on 6 corridors and programmatic spot improvements at locations on the High Injury Network.

### Detailed Scope, Project Benefits and Community Outreach

Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on San Francisco's High Injury Network. The allocation request supports the implementation of the program as described below. Planned safety improvements include traffic control measures such as protected bikeways, signal modifications, painted safety zones, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes.

### Corridor Projects:

- BASIP Quick-Build (Brotherhood Way, Alemany Boulevard, Sagamore Street Improvement Project)
- Bayview Quick-Build (Evans Avenue, Hunters Point Boulevard, Innes Avenue)
- Glen Park Quick-Build (Monterey Boulevard, Circular Avenue, Bosworth Street, San Jose Avenue)
- Cesar Chavez Street, Pennsylvania Avenue to Illinois Street

- Mission Bay Boulevard, 7th Street to 4th Street
- Point Lobos Avenue, 48th Avenue to Balboa Street

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through Quarterly Progress Updates to the Transportation Authority.

#### **Programmatic Spot Improvements:**

Spot improvements include intersection and midblock improvements not yet identified as part of the Vision Zero Quick-Build Program, but to be implemented over the next 12-months in any and all supervisorial districts. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and San Francisco Public Works crews. SFMTA will target high crash locations on the High Injury Network. Intersection improvements include paint, signs, minor signal modifications and timing updates, plastic delineators, traffic calming devices, meter placement, concrete for boarding islands, and minor pavement improvements.

#### **Outreach and Communications Support:**

Community outreach and engagement is a crucial component of the Vision Zero Quick-Build program. As projects typically follow an expedited timeline, it is important to ensure that each project is appropriate and responsive to community needs. The low-cost, easily adjustable nature of quick-build improvements also allows the SFMTA to modify project designs based on public input without waiting on the implementation of larger streetscape elements.

In order to collect feedback from a wide range of sources that are representative of the community, project teams employ a number of methods to maximize outreach and engagement:

- Stakeholder meetings and site visits: Once a project corridor has been identified, staff work directly with members of the community to address their questions and concerns. Staff often conduct door-to-door site visits along the corridor and host stakeholder meetings to gather feedback. In-language ambassadors may also support this work by providing translation services during site visits or stakeholder meetings.
- Community events: As part of the outreach phase, project teams hold open houses and public hearings to provide information on project specifics and collect comments and questions from the public. In order to make these events more accessible, open houses and public hearings are often held at an on-site location in the community or a virtual open house accessible at all hours for a multiple week duration. The events are promoted using multichannel marketing and translated materials are provided as needed.

- **Public awareness:** Each project has an associated webpage on the SFMTA website that includes background information about the project and relevant reports and documents. Members of the public are invited to sign up for further email updates about the project on the webpage, as well as in-person meetings and events. Prior to holding community events, project teams and in-language ambassadors conduct on-site visits and issue public notices using mailers, posted flyers, and social media campaigns to boost awareness. In addition to these activities, a public relations officer may also assist with blog posts, press releases, and strategic communications to elected officials, stakeholder groups, and news outlets.
- **Monthly updates:** Every month, the Vision Zero Quick-Build program circulates a newsletter describing progress updates and news on various projects. The newsletter is circulated to SFMTA staff, city government agencies, community advocacy groups, and other external stakeholders.

Through the methods outlined above, Vision Zero Quick-Build projects are tailored to the communities in which they are implemented. Public outreach and engagement activities allow us to learn about challenges that road users face, engage the community on design alternatives, collect feedback on project proposals, learn more about business operations and how the project may affect stakeholders, inform the public of progress and milestones, and more.

#### **Program Management and Administration:**

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal stakeholders, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves managing a portfolio of quick-build projects by tracking the progress, status, and timeline of individual implementation projects, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

**Project Location**

Various locations citywide

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

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

**Justification for Multi-phase Request**

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount

**Justification for Necessary Amendment**

SFMTA is requesting all available TNC Tax revenues for this Vision Zero Quick-Build Implementation FY25 request, as the project scope the allocation seeks to fund is shovel ready. SFMTA plans to seek allocations for Application Based Traffic Calming work when sufficient additional TNC Tax revenues have been collected, expected in Spring 2025.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Vision Zero Quick-Build Implementation FY25
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2025	Oct-Nov-Dec	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2025		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2027
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2027

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Vision Zero Quick-Build Implementation FY25
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-602: Traffic Calming	\$4,185,000	\$0	\$0	\$4,185,000
<b>Phases In Current Request Total:</b>	<b>\$4,185,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,185,000</b>

## COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,237,000	\$1,237,000	Prior work
Construction	\$2,948,000	\$2,948,000	Prior work
Operations	\$0		
Total:	\$4,185,000	\$4,185,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	10/15/2024
<b>Expected Useful Life:</b>	10 Years

## Typical Unit Cost Estimates for Quick-Build Project Elements

### Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Quick-build projects may include other elements not listed below, based on specific project needs.

### Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$9.56
2	4" Broken White or Yellow	Lin Ft	\$2.73
3	4" Solid White or Yellow	Lin Ft	\$4.80
4	6" Broken White	Lin Ft	\$3.95
5	6" Solid White	Lin Ft	\$6.00
6	8" Broken White or Yellow	Lin Ft	\$5.40
7	8" Solid White or Yellow	Lin Ft	\$7.04
8	Double Yellow	Lin Ft	\$9.41
9	Two Way Left Turn Lanes (ea line)	Lin Ft	\$6.26
10	Raised Pavement Markers (White or Yellow)	Each	\$22.01
11	Per Block Fees	Each	\$1,521.96
12	Parking Stalls (Angle Stalls or "T"s)	Each	\$52.92
13	Bus Zones	Lin Ft	\$11.65
14	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$574.84
15	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$385.05
16	Color Curb Painting	Lin Ft	\$15.33
17	Green Sharrow Backing - thermoplastic	Sq Ft	\$24.02
18	Green/Red Lane - thermoplastic	Sq Ft	\$24.02
19	Bike box	Sq Ft	\$24.02
20	Khaki paint for Painted Safety Zones	Sq Ft	\$24.02
21	Methacrylate pavement legends	Sq Ft	\$18.25

### Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	4' turn restriction black & yellow raised bumps	Each	\$465.35
9	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$465.35
10	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$93.07
11	Bike Rack	Each	\$ 370.00
12	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
13	Extinguishable NTOR	Each	\$ 4,000.00

### Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00

### Typical Unit Costs - SFPW

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Bikeway buffer median island	Lin Ft	\$65.00
2	Protected corner median island	Each	\$15,000.00





## Quick-Build Tasks by Phase

#	Vision Zero Quick-Build Task	Funds Requested		
		Design	Construction	Total
1	BASIP Quick-Build (Brotherhood Way, Alemany Boulevard, Sagamore Street Improvement Project)	\$ 75,000	\$ 475,000	\$ 550,000
2	Bayview Quick-Build (Evans Avenue, Hunters Point Boulevard, Innes Avenue)	\$ 80,000	\$ 300,000	\$ 380,000
3	Glen Park Quick-Build (Monterey Boulevard, Circular Avenue, Bosworth Street, San Jose Avenue)	\$ 180,000	\$ 448,000	\$ 628,000
4	Cesar Chavez Street (Pennsylvania Avenue to Illinois Street)	\$ 150,000	\$ 350,000	\$ 500,000
5	Mission Bay Boulevard (7th Street to 4th Street)	\$ 172,000	\$ 520,000	\$ 692,000
6	Point Lobos Avenue (48th Avenue to Balboa Street)	\$ 100,000	\$ 430,000	\$ 530,000
7	Programmatic Spot Improvements	\$ 105,000	\$ 425,000	\$ 530,000
8	Outreach & Communications Support	\$ 225,000	\$ -	\$ 225,000
9	Program Management & Administration	\$ 150,000	\$ -	\$ 150,000
		<b>\$ 1,237,000</b>	<b>\$ 2,948,000</b>	<b>\$ 4,185,000</b>
		Total DES	Total CON	Total



## Quick-Build Tasks by Location (TNC Tax Funding Requested)

#	Name (Limits)	Supervisory District	Anticipated Scope Details	Funds Requested
1	BASIP Quick-Build (Brotherhood Way, Alemany Boulevard, Sagamore Street Improvement Project)	7, 11	Separated bikeways, pedestrian safety improvements	\$ 550,000
2	Bayview Quick-Build (Evans Avenue, Hunters Point Boulevard, Innes Avenue)	10	Traffic calming, pedestrian safety improvements, placemaking	\$ 380,000
3	Glen Park Quick-Build (Monterey Boulevard, Circular Avenue, Bosworth Street, San Jose Avenue)	7, 8	Bikeways, signal timing improvements, road diet, pedestrian safety improvements	\$ 628,000
4	Cesar Chavez Street (Pennsylvania Avenue to Illinois Street)	10	Separated bikeways, pedestrian safety improvements	\$ 500,000
5	Mission Bay Boulevard (7th Street to 4th Street)	6	Separated bikeways, parking and loading reconfiguration	\$ 692,000
6	Point Lobos Avenue (48th Avenue to Balboa Street)	1	Roadway and parking reconfiguration	\$ 530,000
7	Programmatic Spot Improvements		Various	\$ 530,000
Total				<b>\$ 3,810,000</b>

**Note:** Pedestrian safety improvements may include the following treatments, to be determined during further evaluation during project design phase: continental crosswalks, daylighting, painted safety zones, slow turn wedges, hardened centerlines, advanced limit lines, pedestrian head start signal timing, leading pedestrian intervals

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Vision Zero Quick-Build Implementation FY25
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total TNC TAX Requested:</b>	\$4,185,000	<b>Total TNC TAX Recommended</b>	\$4,185,000

<b>SGA Project Number:</b>		<b>Name:</b>	Vision Zero Quick-Build Implementation-Design
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
TNC TAX EP-601	\$309,000	\$620,000	\$308,000	\$1,237,000

### Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.

2. SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.

### Special Conditions

1. The recommended allocation is contingent on an amendment to reprogram \$4,185,000 from FY22 Application Based Traffic Calming to this project. See attached Prop D TNC Tax Project List amendment for details.

<b>SGA Project Number:</b>		<b>Name:</b>	Vision Zero Quick-Build Implementation FY25
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	03/31/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
TNC TAX EP-601	\$737,000	\$1,474,000	\$737,000	\$2,948,000

**Deliverables**

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.

2. SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.

**Special Conditions**

1. The recommended allocation is contingent on an amendment to reprogram \$4,185,000 from FY22 Application Based Traffic Calming to this project. See attached Prop D TNC Tax Project List amendment for details.

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

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Vision Zero Quick-Build Implementation FY25
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current TNC TAX Request:</b>	\$4,185,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Jennifer Wong	Michael Lee
<b>Title:</b>	Transportation Planner	1823 - Senior Administrative Analyst
<b>Phone:</b>	(415) 701-4551	(415) 646-2175
<b>Email:</b>	jennifer.wong@sfmta.com	michael.lee@sfmta.com

Prop D TNC Tax Project List (FY 2020/21 - FY 2024/25)

Programming and Allocations

Pending December 17, 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year						Total	
				2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26		
SFMTA	Vision Zero Quick-Build Program FY21	1,2	PS&E	Allocated	\$410,000						\$410,000
SFMTA	Vision Zero Quick-Build Program FY21	1,2	CON	Allocated	\$2,095,686						\$2,095,686
SFMTA	FY22 Vision Zero Quick Build Program Implementation	1,3	PS&E	Allocated		\$1,340,000					\$1,340,000
SFMTA	FY22 Vision Zero Quick Build Program Implementation	1,3	CON	Allocated		\$1,660,000					\$1,660,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 1)	1,4	PS&E	Allocated			\$1,495,000				\$1,495,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 1)	1,4	CON	Allocated			\$505,000				\$505,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 2)	5,6	CON	Allocated			\$2,451,857				\$2,451,857
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	5,7	PLAN / CER	Allocated			\$200,000				\$200,000
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	5,7	PS&E	Allocated			\$225,000				\$225,000
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	5,7	CON	Allocated			\$3,845,000				\$3,845,000
SFMTA	FY24 Vision Zero Quick-Build Program	5,9	TBD	Programmed			\$883				\$883
SFMTA	Vision Zero Quick-Build Program Implementation FY24	5,8	PS&E	Allocated			\$700,000				\$700,000
SFMTA	Vision Zero Quick-Build Program Implementation FY24	5,8	CON	Allocated			\$5,300,000				\$5,300,000
SFMTA	FY22 Application-Based Residential Traffic Calming Program	5,10	CON	Programmed			\$1,215,000				\$1,215,000
SFMTA	Vision Zero Quick-Build Implementation FY25	9	PS&E	Allocated				\$295,000			\$295,000
SFMTA	Vision Zero Quick-Build Implementation FY25	9	CON	Allocated				\$3,198,000			\$3,198,000
SFMTA	FY25 Vision Zero Quick-Build Program	10	PS&E	Pending				\$1,237,000			\$1,237,000
SFMTA	FY25 Vision Zero Quick-Build Program	10	CON	Pending				\$2,948,000			\$2,948,000
Total Programmed					\$2,505,686	\$3,000,000	\$8,722,740	\$7,215,000	\$7,678,000	\$0	\$29,121,426
Total Allocated and Pending					\$2,505,686	\$3,000,000	\$8,721,857	\$6,000,000	\$7,678,000	\$0	\$27,905,543
Total Programmed and Unallocated					\$0	\$0	\$883	\$1,215,000	\$0	\$0	\$1,215,883
Pending Allocation											
Board Approved Allocation											

FOOTNOTES:

- <sup>1</sup> Programming: \$2,505,686 to SFMTA's FY21 Vision Zero Quick-Build Program; and \$5,000,000 to SFMTA's FY22 Vision Zero Quick-Build Program (Resolution 2021-015, 10/27/2020).
- <sup>5</sup> Programming: \$2,451,857 to SFMTA's FY23 Vision Zero Quick-Build Program; \$9,493,883 to SFMTA's FY24 Vision Zero Quick-Build Program; \$5,400,000 to SFMTA's FY22 Application-Based Residential Traffic Calming; and \$4,270,000 to SFMTA's FY24 & FY25 Application-Based Residential Traffic Calming Program (Resolution 2023-042, 4/25/2023).
- <sup>10</sup> Amendment to reprogram \$4,185,000 from the FY22 Application-Based Residential Traffic Calming Program to the FY25 Vision Zero Quick-Build Program, with concurrent allocation of funds (Resolution 2025-0xx, 12/17/24).
  - FY22 Application-Based Residential Traffic Calming Program: Reduced from \$5,400,000 to \$1,215,000 in FY23/24
  - FY25 Vision Zero Quick-Build Program: Added project in FY24/25 with \$1,237,000 for design and \$2,948,000 for construction





RESOLUTION ALLOCATING \$3,300,000 AND APPROPRIATING \$350,000 IN PROP L FUNDS, WITH CONDITIONS, ALLOCATING \$672,000 IN PROP AA FUNDS, AND ALLOCATING \$4,185,000 IN TRAFFIC CONGESTION MITIGATION TAX (TNC TAX) FUNDS, WITH CONDITIONS, FOR SIX REQUESTS

WHEREAS, The Transportation Authority received six requests for a total of \$3,650,000 in Prop L transportation sales tax funds, \$672,000 in Prop AA vehicle registration fee funds and \$4,929,000 in Traffic Congestion Mitigation (Prop D or TNC Tax) funds; and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Transit Maintenance, Rehabilitation, and Replacement - Caltrain, Neighborhood Transportation Program, Development Oriented Transportation, and Citywide / Modal Planning; the Transit Reliability and Mobility Enhancements category of Prop AA; and the Quick-Builds category of the TNC Tax Program Guidelines; and

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

WHEREAS, Four of the five Prop L requests are consistent with the relevant 5YPP; and

WHEREAS, Transportation Authority staff's request for the AV Resource Portal requires amendment of the Prop L Citywide/Modal Planning 5YPP to reprogram \$100,000 from the AV Safety and Metrics Standards project to the subject project as detailed in the attached allocation request form; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) initial request for the Vision Zero Quick-Build Implementation FY25 requires amendment of the Prop D TNC Tax Project List to reprogram \$4,929,000 from the





FY22 Applications Based Traffic Calming project to the subject project as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$3,300,000 and appropriating \$350,000 in Prop L funds, with conditions, allocating \$672,000 in Prop AA funds, and allocating \$4,929,000 in TNC Tax funds, with conditions, for six requests, as described in the agenda materials for the December 10, 2024 Transportation Authority Board meeting materials (e.g., Attachment 5 with allocation request forms, which include staff recommendations for Prop L, Prop AA, and TNC Tax allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules); and

WHEREAS, There are sufficient funds in the Transportation Authority's Fiscal Year 2024/25 budget to cover the proposed actions; and

WHEREAS, At its November 20, 2024 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, The Transportation Authority Board was briefed on the staff recommendation at its December 10, 2024 meeting and, at the request of Commissioner Peskin who raised some outstanding questions about two of the proposed quick-builds in District 3, Chair Mandelman severed the proposed quick-builds on The Embarcadero (Bay Street to Chestnut Street) (\$334,000) and Jefferson Street (Hyde Street to Powell Street) (\$410,000) from the SFMTA's Vision Zero Quick-Build Implementation FY25 request for \$4,929,000 in TNC Tax funds, reducing that request to \$4,185,000, now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Citywide/Modal Planning 5YPP to reprogram \$100,000 from the AV Safety and Metrics Standards project to the subject project as detailed in the attached allocation request form; and; and be it further



RESOLVED, That the Transportation Authority hereby amends the Prop D TNC Tax Project List to reprogram \$4,185,000 from the FY22 Applications Based Traffic Calming project to the subject project as detailed in the attached allocation request form; and; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$3,300,000 and appropriates \$350,000 in Prop L funds, with conditions, \$672,000 in Prop AA funds, and \$4,185,000 in TNC Tax funds for six requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, the relevant 5YPPs, the 2022 Prop AA Strategic Plan, and the TNC Tax Program Guidelines; and be it further

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other



information it may request regarding the use of the funds hereby authorized; and be it further

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L, Prop AA, and TNC Tax Allocation Summaries - FY 2024/25
5. Allocation Request Forms (6)

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# Memorandum

## AGENDA ITEM 6

**DATE:** December 4, 2024

**TO:** Transportation Authority Board

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

**SUBJECT:** 12/10/2024 Board Meeting: Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Authorize the Executive Director to Execute a Memorandum of Understanding (MOU) with the TJPA, the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (Caltrain), the California High-Speed Rail Authority (CHSRA), and the City and County of San Francisco (CCSF) to support implementation of The Portal project, also known as DTX</li> <li>• Allocate \$9,000,000 in Prop L Funds, with conditions, to the TJPA for The Portal project Engineering Phase Activities</li> <li>• Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to allow TJPA to use the combined remaining balance of \$921,395 for The Portal project Engineering Phase Activities</li> </ul> <p><b>SUMMARY</b></p> <p>The Portal/DTX project will extend Caltrain from its current terminus at Fourth and King streets to the Salesforce Transit</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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Center and will also serve future CHSRA operations. TJPA is the lead agency for The Portal project and is developing the project in partnership with the Transportation Authority, Caltrain, CHSRA, MTC, and CCSF. The estimated capital cost of the project is \$7.52 billion; with inclusion of the completed underground trainbox at the Transit Center, the federally reported total is \$8.25 billion. In 2020, the six partner agencies executed the San Francisco Peninsula Rail Program MOU, which defined a work program intended to bring the project to ready-for-procurement status and which described the governance structure to oversee and manage this work program. Since that time, TJPA and partner agencies have advanced the project through the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process, including advancing to the FTA Engineering Phase of project development and securing establishment of the CIG funding share of \$3.38 billion. The Transportation Authority and MTC have led preparation of The Portal Project Implementation MOU, among the same partner agencies, to support TJPA's delivery of the project. All six partner agencies plan to consider the MOU for approval by January 2025. TJPA has requested \$9,000,000 in Prop L funds for The Portal project Engineering Phase activities, and amendments to two Prop K grants for the DTX project to allow \$921,395 in cost savings to additionally fund the scope of work.

## **BACKGROUND**

The Portal project consists of the construction of a rail subway extension from Caltrain's current terminus at Fourth and King streets to the Salesforce Transit Center in downtown San Francisco. TJPA is the lead agency for The Portal, with responsibility for the development, environmental clearance, design, procurement, construction, and commissioning of the project.

The Portal will fully realize investments in the Transit Center, including the completed underground trainbox. The project will bring Caltrain into the heart of downtown San Francisco, and the project will serve as a critical element of the first phase of the California High-Speed Rail Project, linking the Bay Area to the Central Valley and Southern California. The Portal is also planned for compatibility with future rail expansion across the Bay.

**Peninsula Rail Program MOU.** In April 2020, the Transportation Authority Board authorized execution of the San Francisco Peninsula Rail Program MOU (Peninsula Rail MOU) among the major stakeholder agencies for The Portal: TJPA, MTC, Caltrain, CHSRA, CCSF, and the Transportation Authority. The Peninsula Rail MOU memorialized agreement to pursue most of the recommendations of the 2019 Expert



Panel review of the project, commissioned by the Transportation Authority Board, of best practices for governance, oversight, management, funding, and project delivery. The MOU established a governance structure to support the TJPA Board in the development of The Portal project, specifically an Executive Steering Committee (ESC), composed of senior executives from the partner agencies.

Under the MOU, the six partner agencies agreed to jointly undertake a multi-year work program to develop the project to ready-for-procurement status. The work program of the Peninsula Rail MOU has been advanced by an Integrated Program Management Team (IPMT) of senior technical staff from the partner agencies. The MOU work program has been largely completed, and TJPA has partially initiated the procurement stage of the project, specifically through the issuance in October 2023 of the Request for Qualifications (RFQ) for the Progressive Design-Build (PDB/40-CT) contract, which is planned to deliver the civil and tunnel works for the project. In parallel, the project team is continuing to advance procurement preparation work for the project's other planned contracts.

**FTA Process and Funding.** The single largest planned source of funding for The Portal is the FTA CIG New Starts program. The Portal is a longstanding local and regional priority for funding from the CIG program. In April 2021, the TJPA Board approved the Accelerated Work Plan for the project, which identified April 2025 as the target date for securing the Full Funding Grant Agreement (FFGA) with FTA, to commit CIG funds to The Portal. In December 2021, FTA notified TJPA that The Portal had been admitted into the Project Development Phase of the CIG process, the first formal step in putting the project forward for CIG funding.

In August 2023, the TJPA Board authorized the submittal of the request to FTA to enter the project into the Engineering Phase of the CIG process. This submittal reflected an estimated capital cost for the project of \$8.25 billion, inclusive of the below-grade trainbox constructed as part of the Salesforce Transit Center; excluding the already completed trainbox, project costs were estimated at \$7.52 billion. TJPA requested a CIG funding share of 49.4 percent, or \$4.08 billion. In May 2024, FTA granted approval for the project's entry to the Engineering Phase; concurrent with this approval, FTA established the maximum CIG funding amount of \$3.38 billion. Any cost increases subsequent to this milestone will not be eligible for CIG funding.

In July 2024, the TJPA Board approved a revised target date of July 2027 for the project's FFGA with FTA. This later date reflects the additional time anticipated to be required to secure remaining non-CIG funds for the project and results in a target date of Fall 2034 for the start of revenue service on the project. The project team has identified capital cost savings that are approximately sufficient to offset escalation costs associated with the revised schedule. Taking these changes into account, as well as the lower than requested CIG funding amount, the remaining capital funding



gap is on the order of \$2.5-2.7 billion. State-level funding represents the single largest remaining component of the funding plan; reauthorization of California's cap-and-trade program is expected to be required for the state to commit sufficient additional funding to the project.

**Governance Blueprint.** Under the Peninsula Rail MOU, the Transportation Authority and MTC were responsible for preparing recommendations for governance of The Portal during implementation of the project. In August 2023, the TJPA Board approved The Portal Governance Blueprint, which identified policy recommendations for the coordination and engagement of the partner agencies in the implementation of the project. The Blueprint called for the preparation of a new six-party MOU to succeed the Peninsula Rail MOU and serve the project through construction and commissioning.

## **DISCUSSION**

This memorandum recommends authorizing the execution of The Portal Project Implementation MOU (Implementation MOU) with TJPA and the other partner agencies, the allocation of Prop L funds to TJPA for Engineering Phase activities, and the amendment of two previous Prop K allocations for the project to allow TJPA's use of remaining grant balances to also support the Engineering Phase. Attachment 1 summarizes the subject funding request, including information on proposed leveraging of sales tax funds. Attachment 2 includes a brief description of The Portal project Engineering Phase activities. Attachment 3 summarizes the staff recommendations for the Prop L request, highlighting special conditions and other items of interest. Attachment 5 provides the Allocation Request Form, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions, including the SFCTA Oversight Protocol for the project.

**Project Governance Transition and Implementation MOU.** The Peninsula Rail MOU originally had a three-year term, with an expiration in June 2023; the agreement was extended twice, by mutual agreement, to support continued progression of the MOU's work program. The Peninsula Rail MOU expired on May 10, 2024. Since that time, in the absence of an executed successor agreement, TJPA staff have continued to convene the management-level IPMT, and the TJPA Executive Director has initiated, under his administrative authority, regular meetings of the Executive Working Group, with participation from all of the partner agencies.

Since the completion of the Governance Blueprint, the Transportation Authority and MTC have led work with the IPMT to prepare the Implementation MOU, which will be among the same six partner agencies, to support TJPA's delivery of the project. The Implementation MOU will have a term through project construction, commissioning, and the preparation of a project evaluation report (to be completed within 12 months





of the launch of revenue service). The draft Implementation MOU has been reviewed by management-level and executive-level staff from all six agencies and is provided as an Enclosure to this memorandum.

Consistent with the provisions of the Implementation MOU, the TJPA Board plans to establish The Portal Committee, as a standing committee of the TJPA Board, prior to the award of any construction contract for the project, including the pre-construction phase of the PDB/40-CT contract. The Portal Committee will consist of three voting members and will be appointed by the TJPA Board. The Governance Blueprint calls for the Committee to include representation from San Francisco and Caltrain.

The MOU also acknowledges the administrative organizational structure, established by the TJPA Executive Director, for interagency staff-level coordination and engagement in support of the project, consistent with the Blueprint and reflecting the following:

- *Executive Working Group*, convened by the TJPA Executive Director, with senior executive representation from the six partner agencies, supporting the executive management of the project.
- *Change Control Board*, the multi-agency body to review and recommend project changes (of a significant and/or policy nature), composed of senior technical representation from the six partner agencies.
- *Integrated Management Team*, led by the TJPA Project Director, with responsibility to integrate and coordinate management activities across partner agencies.
- *Integrated Program Delivery Team*, consisting of TJPA staff, consultants, and identified partner agency resources, with responsibility for day-to-day management of project delivery.

The MOU acknowledges the phased transition from existing bodies (e.g., IPMT) to the complete implementation of the governance framework identified in the Blueprint.

**MOU Approval Process.** All six partner agencies are expected to consider approval of the Implementation MOU over the course of December 2024 and January 2025, including policy board approvals where appropriate. As the agreement's term is more than 10 years, CCSF staff will seek approval of the MOU by the Board of Supervisors (BOS), with final BOS action currently planned for December 17. The SFMTA Board endorsed the MOU on December 3.

**Work Program to FFGA.** In parallel with preparation of the Implementation MOU, TJPA has led work with the IPMT to prepare an updated multi-agency work program reflecting activities over approximately next three years, including those activities necessary to secure the FFGA with FTA. Under the MOU, TJPA will work with the



partner agencies to update this work program on an annual basis, in support of agencies' annual budgeting processes.

**Prop L Request.** TJPA has requested \$9,000,000 in Prop L funds to support Engineering Phase activities for The Portal. This amount is \$1,000,000 less than the Prop L funds programmed in the Prop L 5-Year Prioritization Program (5YPP) for the Caltrain Downtown Rail Extension and Pennsylvania Alignment, as adopted by the Transportation Authority Board in February 2024.

**Prop K Amendments.** TJPA has also requested amendments to two Prop K grants to allow TJPA to use the combined remaining balance of \$921,395 for the Engineering Phase activities described in the Allocation Request Form (Attachment 5). These amendments, which offset the need for the full amount of programmed Prop L funds, are as follows:

- *DTX Tunnel Engineering Options Study (SGA 105-914029)* - In April 2017, the Board allocated \$915,000 in Prop K funds to TJPA for an engineering study to analyze opportunities to reduce surface impacts due to the construction of the project. This work was completed under budget in July 2018. The remaining unspent balance is \$38,838.
- *DTX Project Development Activities under Notice-to-Proceed #2B (SGA 105-914039)* - In April 2020, the Board allocated \$8,854,577 in Prop K funds to TJPA for DTX project development. This amount was ultimately broken into three notices-to-proceed (NTPs), known respectively as NTP #1, NTP #2A, and NTP #2B. In September 2021, the Board released NTP #2B in the amount of \$2,644,557. The original scope of work for NTP #2B included updating the tunnel design, preparing associated trackwork plans, undertaking ventilation studies, conducting fire/life safety modeling, and advancing design and technical studies for the tunnel undercrossing at Howard Street. NTP #2B work was completed under budget in June 2022. The remaining unspent balance is \$882,557.

The Prop L request and Prop K amended grants will specifically fund consultant costs for program management and design, as well as a portion of TJPA's reimbursement of Caltrain costs to support development of the project. The sales tax funds and associated scope of work are part of the multi-year work effort to complete the requirements of the FTA Engineering Phase and secure FTA funds. The attached Allocation Request Form includes TJPA's three-year scope-of-work for The Portal from Fiscal Year 2024/25 through Fiscal Year 2026/2027, consistent with the broader multi-agency work program described above. Excluding costs associated with right-of-way, TJPA has estimated the cost of its three-year scope-of-work as \$199 million. The Allocation Request Form describes the planned funding for this work, through



known federal, state, regional, and local sources, including the reflection of TJPA's intent to request allocation of additional Prop L funds in the future.

**Transportation Authority Oversight.** We provide an enhanced level of oversight for The Portal project. This oversight is in addition to our participation in the multi-agency bodies described in the Implementation MOU and is coordinated with the federal oversight provided by the FTA and its Project Management Oversight Consultant (PMOC). Parameters for the Transportation Authority's oversight are described in the Oversight Protocol included in Attachment 5.

## **FINANCIAL IMPACT**

The recommended action would allocate \$9,000,000 in Prop L funds. The \$9,000,000 would be subject to the Fiscal Year Cash Flow distribution schedule contained in the attached Allocation Request Form.

The recommended action would amend the aforementioned Prop K Standard Grant Agreements to allow \$921,395 from those grants to be applied to revised project scope as described above. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedules contained in the Updated Standard Grant Agreement.

Attachment 4 shows the approved Fiscal Year 2024/25 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2024/25 Budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future year budgets to cover the recommended cash flow distribution for those respective fiscal years.

The recommended Implementation MOU does not establish funding contributions or payment between the partner agencies for the project, and the MOU does not commit the Transportation Authority or any other partner agency to provide any resources other than those that an agency has already funded and programmed to support The Portal.

## **CAC POSITION**

The CAC considered this item at its November 20, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Request Received
- Attachment 2 - Project Description



- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summary: FY 2024/25
- Attachment 5 - Allocation Request Form
- Attachment 6 - Resolution
- Enclosure: The Portal Project Implementation Memorandum of Understanding (Draft)

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	\$ 583,963,000	94%	85%; overall leveraging exceeds 96% for the project	Design Engineering	Citywide
<b>TOTAL</b>				<b>\$ 9,000,000</b>	<b>\$ 583,963,000</b>				

Footnotes

<sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.

<sup>2</sup> Acronyms: TJPA (Transbay Joint Powers Authority)

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

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L 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 L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	The Portal/DTX project will extend Caltrain 1.3 miles from its current terminus at Fourth and King streets to the Salesforce Transit Center at First and Mission streets, with accommodations for future high-speed rail. The requested allocation will fund: a portion of the Program Management Construction Management contract related to preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build procurement documents for the Main Civil and Tunnel package for the DTX tunnel and structures, preparation of Construction Management General Contractor procurement documents, development of critical third party agreements, and Program Management and Project Controls support; General Engineering Consultant utility relocation design work; and the Caltrain staff and consultant services under agreements with the TJPA necessary to further the design, procurement, asset disposition, operations and maintenance funding, and capital funding for the DTX project. TJPA is also requesting an amendment to two Prop K grants to the DTX project to use the \$921,395 in remaining balance to fund the subject project, as detailed in the attached allocation request form. The Portal/DTX construction is planned to be completed in late 2034, subject to funding availability.
<b>TOTAL</b>			<b>\$9,000,000</b>	

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

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

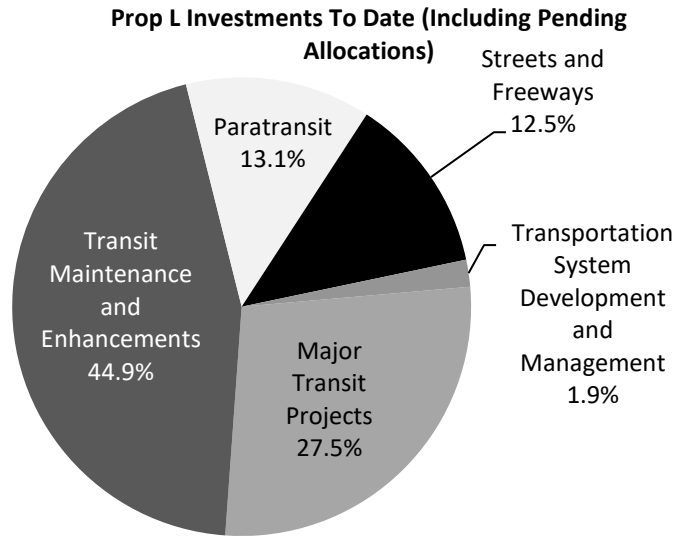
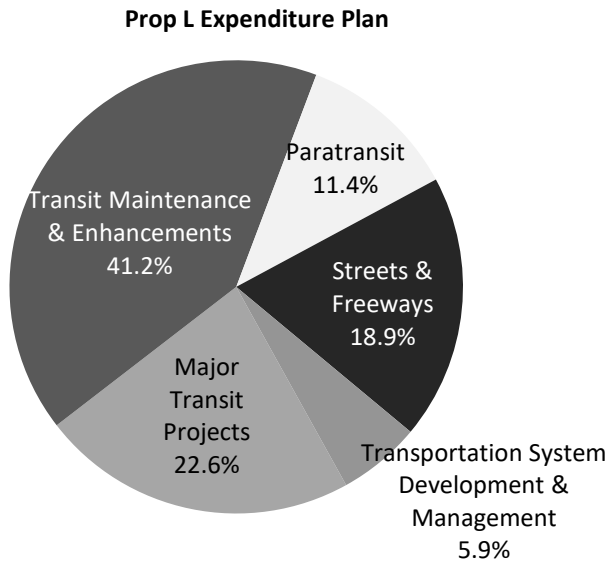
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	<p><b>Special Condition:</b> Allocation is conditioned on ongoing compliance with the attached SFCTA Oversight Protocol for The Portal.</p> <p><b>Special Condition:</b> TJPA will provide information on a quarterly basis to SFCTA regarding sources and uses of funding for The Portal project.</p> <p><b>Special Condition:</b> On an annual basis, TJPA will consult with SFCTA staff regarding the project's work program, budget/funding, and schedule; TJPA will meet-and-confer on these topics with SFCTA prior to bringing forward the recommended Summary Work Program to the IPMT/IMT as described in The Portal Implementation MOU.</p> <p><b>Special Condition:</b> Presentations on The Portal project will be calendared periodically on the SFCTA Board and/or SFCTA CAC meeting agendas, at the discretion of the SFCTA Board Chair. TJPA staff shall be in attendance to present or answer questions from Board/CAC members, if requested.</p> <p><b>Special Condition:</b> The recommendation is contingent upon amendments to the Prop K Downtown Extension - Tunnel Engineering Options Study and Downtown Extension - NTP #2B projects to allow TJPA to use \$921,395 in remaining funds for the The Portal Project Engineering Phase Activities request. See allocation request form for details.</p>
<b>TOTAL</b>			<b>\$ 9,000,000</b>	

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

**Attachment 4.  
Prop L Summary - FY2024/25**

<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 85,412,672	\$ 18,533,910	\$ 39,894,444	\$ 19,779,318	\$ 7,205,000	\$ -
Current Request(s)	\$ 9,000,000	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 94,412,672	\$ 27,533,910	\$ 39,894,444	\$ 19,779,318	\$ 7,205,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.





# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	The Portal Project Engineering Phase Activities
<b>Primary Sponsor:</b>	Transbay Joint Powers Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Caltrain Downtown Rail Extension and Pennsylvania Alignment
<b>Current PROP L Request:</b>	\$9,000,000
<b>Supervisory District</b>	District 06

## REQUEST

### Brief Project Description

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

### Detailed Scope, Project Benefits and Community Outreach

TJPA seeks an allocation of \$9 million in Prop L funds and amendment of two prior Prop K grants to the DTX project to use funds for the following scope of work. For FY2024-25, the requested allocation will fund: a portion of the Program Management Construction Management contract related to preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build procurement documents for the Main Civil and Tunnel package for the DTX tunnel and structures, preparation of Construction Management General Contractor procurement documents, development of critical third party agreements, and Program Management and Project Controls support; General Engineering Consultant (GEC) utility relocation design work; and the Caltrain staff and consultant services under agreements with the TJPA necessary to further the design, procurement, asset disposition, operations and maintenance funding, and capital funding for the DTX project. See attached document for details.

### Project Location

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

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	Yes

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$10,000,000.00

### Justification for Necessary Amendment

In addition to \$9 million in Prop L funding, TJPA requests to amend unspent Prop K balances that were allocated for the DTX project as follows: \$38,838.21 from 2017-040 Project 105-914029, and \$882,557.24 from 2021-039 Project 105-914039. The specific scope of work for these two Prop K projects have been completed, and design work for the DTX project continues. These amendments bring the total Prop L and Prop K request amount to \$9,921,395.45.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	The Portal Project Engineering Phase Activities
<b>Primary Sponsor:</b>	Transbay Joint Powers Authority

**ENVIRONMENTAL CLEARANCE**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Oct-Nov-Dec	2019
Right of Way	Apr-May-Jun	2022	Apr-May-Jun	2028
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Apr-May-Jun	2028
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2028		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2034
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2036

**SCHEDULE DETAILS**

DTX schedule information in above table reflects the DTX Master Schedule prepared by TJPA. Master Schedule reflects Progressive Design-Build (PDB) procurement approach for the general civil and tunnel contract package, Construction Manager/General Contractor (CMGC) procurement approach for Station Fit-out and Track & Rail Systems contract packages, and Design-Bid-Build (DBB) procurement approach for the advanced works packages for the project. Design Engineering dates in above table reflect development of reference design and preparation of PDB, CMGC, and DBB procurement documents. Dates for advertisement and contract award are for the PDB Contract and authorization for start of Main Civil & Tunnel construction. DTX schedule dates are subject to funding availability to proceed to successive project phases. TJPA continues to work with all relevant City agencies, rail operators, and other stakeholders regarding project coordination throughout the DTX alignment. Community outreach will be conducted regarding design plans and construction impact mitigation throughout the duration of the design and construction phases.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	The Portal Project Engineering Phase Activities
<b>Primary Sponsor:</b>	Transbay Joint Powers Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-205: Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$0	\$65,045,000	\$0	\$65,045,000
Federal CIG	\$0	\$51,856,000	\$0	\$51,856,000
Federal CRISI	\$0	\$24,655,000	\$0	\$24,655,000
Federal Non-CIG	\$118,625,000	\$0	\$0	\$118,625,000
Prop K	\$0	\$0	\$21,500,000	\$21,500,000
Rail Operator Contributions	\$0	\$6,000,000	\$0	\$6,000,000
TIRCP	\$0	\$38,900,000	\$21,100,000	\$60,000,000
Transit Center District Funds	\$77,623,000	\$0	\$0	\$77,623,000
Transit Center District Funds (CFDs)	\$0	\$0	\$158,659,000	\$158,659,000
<b>Phases In Current Request Total:</b>	<b>\$196,248,000</b>	<b>\$186,456,000</b>	<b>\$201,259,000</b>	<b>\$583,963,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$300,000,000	\$0	\$300,000,000
Central SOMA Fees	\$50,000,000	\$0	\$0	\$50,000,000
Federal CIG	\$0	\$3,384,000,000	\$0	\$3,384,000,000
Federal CRISI	\$0	\$24,655,000	\$0	\$24,655,000
Federal Non-CIG and Other Planned Funds	\$1,353,545,000	\$0	\$0	\$1,353,545,000
FRA ARRA + Local Match	\$0	\$0	\$0	\$728,500,000
Prop K	\$0	\$0	\$21,500,000	\$21,500,000
Rail Operator Contributions	\$0	\$6,000,000	\$0	\$6,000,000
Regional Measure 3	\$0	\$224,300,000	\$100,700,000	\$325,000,000
RTIP Fund Exchange	\$0	\$17,800,000	\$0	\$17,800,000
State (TIRCP, HSR)	\$1,050,000,000	\$0	\$0	\$1,050,000,000
TIRCP	\$0	\$38,900,000	\$21,100,000	\$60,000,000
Transit Center District Funds	\$77,623,000	\$688,718,000	\$0	\$766,341,000
Transit Center District Funds (CFDs)	\$0	\$0	\$158,659,000	\$158,659,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$2,531,168,000</b>	<b>\$4,684,373,000</b>	<b>\$301,959,000</b>	<b>\$8,246,000,000</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$351,641,000		August 2023 Cost Estimate
Design Engineering	\$583,963,000	\$65,045,000	August 2023 Cost Estimate
Construction	\$7,310,396,000		August 2023 Cost Estimate
Operations	\$0		
Total:	\$8,246,000,000	\$65,045,000	

<b>% Complete of Design:</b>	30.0%
<b>As of Date:</b>	06/30/2024
<b>Expected Useful Life:</b>	70 Years

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	The Portal Project Engineering Phase Activities
<b>Primary Sponsor:</b>	Transbay Joint Powers Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$9,000,000	<b>Total PROP L Recommended</b>	\$9,000,000

<b>SGA Project Number:</b>	205-914001	<b>Name:</b>	The Portal Project Engineering Phase Activities
<b>Sponsor:</b>	Transbay Joint Powers Authority	<b>Expiration Date:</b>	12/31/2028
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	14.82%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-205	\$9,000,000	\$9,000,000

### Deliverables

1. Monthly progress reports shall be submitted through the Transportation Authority's grants portal. Quarterly progress reports shall include % complete of design, work performed in the prior month, Quarterly Program Master Schedule update, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of Program Management/Construction Management (PMCM) task 1.a.A, provide updated Project Management Plan and sub-plans.
3. Upon completion of PMCM task 1.a.F, provide procurement documents including the 10-UR Draft RFP, 20-4KYA Draft RFP, 30-DB Draft RFP, 40-CT Final RFP, and 60-SF Draft RFQ.
4. Upon completion of PMCM task 1.a.H, provide an Integrated Program Development Team (IPDT) framework.
5. As part of PMCM Task 2.a.D, sponsor must submit quarterly risk reports.
6. Upon completion of General Engineering Consultant (GEC) task 1, provide the 4KYA design package.
7. Upon completion of Caltrain task 2.a, provide O&M cost tables depicting actual costs and forecasted future cost for EMU operations.
8. Upon completion of Caltrain task 4, provide the completed NEPA re-evaluation.
9. Upon completion of Caltrain task 9, provide the draft 4KY Concept of Operations.

### Special Conditions

1. Allocation is conditioned on ongoing compliance with the attached SFCTA Oversight Protocol for The Portal.

2. TJPA will provide information on a quarterly basis to SFCTA regarding sources and uses of funding for The Portal project.

3. On an annual basis, TJPA will consult with SFCTA staff regarding the project's work program, budget/funding, and schedule; TJPA will meet-and-confer on these topics with SFCTA prior to bringing forward the recommended Summary Work Program to the IPMT/IMT and EWG, as described in The Portal Implementation MOU.

4. Presentations on The Portal project will be calendared periodically on the SFCTA Board and/or SFCTA CAC meeting agendas, at the discretion of the SFCTA Board Chair. TJPA staff shall be in attendance to present or answer questions from Board/CAC members, if requested.

5. The recommendation is contingent upon amendments to the Prop K Downtown Extension - Tunnel Engineering Options Study (SGA 105-914029) and Downtown Extension - NTP #2B (SGA 105-914039) projects to allow TJPA to use \$921,395.45 in remaining Prop K funds for the The Portal Project Engineering Phase Activities request. See scope for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	85.18%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	96.10%



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	The Portal Project Engineering Phase Activities
<b>Primary Sponsor:</b>	Transbay Joint Powers Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$9,000,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
MP

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Alfonso Rodriguez	Carolyn Nguyen
<b>Title:</b>	DTX Project Director	Accountant
<b>Phone:</b>	(415) 597-4620	(408) 705-3960
<b>Email:</b>	arodriguez@tjpa.org	cnguyen@tjpa.org



## **Prop L Allocation Request for Fiscal Year 24-25 for The Portal, Revised (November 2024)**

1. The Portal Scope of Work through FY26-27 for Prop L Allocation Request
2. Program Management/Construction Management Scope of Services, FY24-25
3. General Engineering Consultant Proposition L Allocation Request Scope of Work, FY24-25
4. Caltrain Proposition L Allocation Request Scope of Work, FY24-25

# The Portal Scope of Work through FY26-27 for Prop L Allocation Request (Updated November 2024)

## 1 PROJECT MANAGEMENT

### 1.1 Transbay Joint Powers Authority

In April 2001, the City and County of San Francisco (the City), the Alameda-Contra Costa Transit District, and the Peninsula Corridor Joint Powers Board (Caltrain) executed a Joint Powers Agreement under state law, creating the Transbay Joint Powers Authority (TJPA) for the purpose of planning, building, and operating the Transbay Program's facilities, including a new transit terminal (the Salesforce Transit Center) and the extension of Caltrain into the Center (The Portal). The TJPA was granted "primary jurisdiction with respect to all matters pertaining to the financing, design, development, construction, and operation of the new terminal" (see California Public Resources Code Section 5027.1(a)). The TJPA is responsible for ensuring that the final design, construction, testing, and startup phases of the Program conform to design criteria and are executed in accordance with established schedules, budgets, and agreements with the U.S. Department of Transportation's operating administrations and other funding partners.

#### 1.1.1 Funding and Advocacy

Developing the funding plan for The Portal and securing the necessary commitments from funding partners is paramount for the project's success. This work includes:

- ◆ Integrating planning and funding for The Portal with the broader regional, megaregional, and statewide plans and funding programs.
- ◆ Working with funding agencies to secure funding commitments, including drafting materials for planning and programming documents, preparing and submitting grant applications, and negotiating with funding agencies for specific funding allocations.
- ◆ Identifying new funding sources and developing projections of funding availability.
- ◆ Engaging with financial advisors to integrate future funding streams into the project's schedule.
- ◆ Coordinating with agency partners to prioritize the project in local and regional funding advocacy efforts.
- ◆ Developing and implementing a funding campaign to secure public and private funds.

In addition to in-house staff, the TJPA manages a team of consultants with advocacy and finance expertise to conduct this work.

#### 1.1.2 Governance and Contract Management

The TJPA is responsible for managing the governance of The Portal, including implementation of The Portal Governance Blueprint and implementation of successor agreements to the San Francisco Peninsula Rail Program MOU. TJPA staff oversees a consultant team that includes program managers, designers, construction managers, security contractors, and others according to the needs of the project. Staff oversees the day-to-day management of design and construction, including all aspects of the work of technical and design consultants, project controls, and project coordination; stakeholder coordination; risk management; budgeting; procurement management; staffing; and construction contracts and claims resolution.

### 1.1.3 Administration

The TJPA's salaries, benefits, and administrative expenses for The Portal are allocated between the operations and The Portal operating budgets based on the job description for each staff position. Currently, four positions are fully dedicated to The Portal. Staff positions that serve agency-wide functions, such as executive and finance staff, are split evenly between The Portal and operations budgets.

## 1.2 Program Management/Construction Management

A consultant Program Management/Construction Management (PMCM) team functions as an extension of the TJPA's Portal staff to assist in the delivery of The Portal. The PMCM team's scope of work includes:

- ◆ Project management
- ◆ Engineering management
- ◆ Construction management and construction support
- ◆ Project delivery and contract development/compliance
- ◆ Configuration management
- ◆ Project controls
- ◆ Estimating
- ◆ Community outreach and construction relations
- ◆ Funding advocacy, grant writing, and financial and progress reporting

The specific work plan through FY26-27 is described in the following subsections.

### 1.2.1 Cost Mitigation

PMCM staff will conduct one or more facilitated value engineering workshops to identify potential cost reductions project-wide. Workshops will include members from the Integrated Program Management Team (composed of technical experts from the TJPA's agency partners), Integrated Project Delivery Team, or Integrated Management Team in brainstorming and evaluating cost reduction concepts, in collaboration with the progressive design-build contractor for the civil and tunnel contract (40-CT) during the preconstruction phase. Workshops will consider capital cost, life cycle cost, passenger experience, and operational constraints or opportunities.

In addition to the formal value engineering workshops, PMCM will continuously evaluate cost reduction secondary mitigation opportunities through stakeholder engagement, preconstruction concepts offered by the 40-CT contractor, and changing technology or third-party interests.

Deliverables:

- ◆ Value engineering report with recommendations for cost-saving alternatives. Continuing analysis of current project costs and identification of cost drivers.
- ◆ Detailed cost reduction secondary mitigation memoranda, including implementation roadmap and risk mitigation strategies for discussion with stakeholders and consideration of adoption in accordance with configuration management procedures.

## 1.2.2 Project Management Tools Development

- ◆ Cost and Budget. Costs will be continuously monitored as design progresses and decisions, such as the final 4th and King Yard configuration, are made. As configuration changes are developed, analyzed, and approved, changes to the New Starts Engineering phase cost estimate will be documented and tracked. Once required agency and environmental approvals are completed, the changed cost will be incorporated into the Engineering phase cost estimate. After the Federal Transit Administration's (FTA) risk workshop associated with the TJPA's Full Funding Grant Agreement (FFGA) application, the Engineering phase cost estimate will be converted to a baseline cost estimate and budget and presented to the TJPA Board of Directors for approval.
- ◆ Schedule. Updates will be prepared monthly comparing progress against the adopted Master Schedule for all activities. The critical and near-critical path will be identified and tracked. Variances for critical and near-critical activities in excess of 10 days will be explained, and mitigating actions identified and tracked. After the FTA's risk workshop associated with the TJPA's FFGA application, the Master Schedule will be converted to a baseline schedule and presented to the TJPA Board of Directors for approval.
- ◆ Configuration. Proposed changes will be analyzed for feasibility and safety, operational, cost, schedule, and environmental impacts. Technical memoranda will be prepared for review and discussion by the Integrated Project Development Team (IPDT), and recommendations for disposition taken to the Configuration Management Working Group, Change Control Board (CCB), Executive Working Group (EWG), and TJPA Board of Directors, as appropriate. If approved, any required environmental documentation will be prepared in accordance with the relevant state and federal requirements.
- ◆ Risk. Quarterly workshops, working through the Integrated Program Management Team (IPMT) and the successor IPDT, will be continued. Risk workshops may consider The Portal overall or be focused on a particular body of potential risks, as identified by the IPDT. Risks will be evaluated for severity and probability using the FTA protocol. Mitigative actions will be identified, assigned, and tracked for effectiveness. An annual contingency review will be conducted using a Monte Carlo analysis to evaluate the contingency values assigned to categories of risk, or more frequently in the event of a significant risk event.
- ◆ Project Report. A monthly report will be prepared to meet the FTA requirements and the provisions of the management agreement and implementation MOU (agreements that are currently in development). The monthly report will be provided to governance bodies, as required and appropriate, including the IPMT/IMT and CCB.
- ◆ Policy Baseline Documents. The TJPA will compile and bring forward the set of policy baseline documents, using, as appropriate, other project deliverables and baseline documents. The policy baseline documents will be reviewed and approved consistent with the provisions of The Portal Governance Blueprint and future Implementation MOU. The TJPA will maintain and update the policy baseline documents as needed. The TJPA Board of Directors holds approval authority for the policy baseline documents.

### Deliverables:

- ◆ Baseline capital cost estimate in Standard Cost Categories format
- ◆ Baseline schedule along with monthly updates and schedule narrative
- ◆ As-needed technical analysis and associated rough-order-of-magnitude cost estimates for candidate configuration changes
- ◆ Quarterly risk memoranda with mitigation plan status. Annual contingency review using Monte Carlo-based simulations
- ◆ Quarterly contingency management reports

- ◆ Monthly reports (ongoing)
- ◆ Approved policy baseline documents

### 1.2.3 FTA Engineering Phase Activities/Requirements

- ◆ Update the following plans and procedures using FTA oversight procedures, FTA Project Management Oversight reporting, and sound project management practices and prepare updates to the following plans and procedures. The TJPA will engage Caltrain and other partners on tasks as applicable.
  - Before and After Study
  - Configuration Management Plan
  - Cost Control Procedure
  - Design Change Control Procedure
  - Document Control Procedure
  - Fleet Management Plan
  - Outreach Plan
  - Program Management Plan
  - Quality management plans
  - Real Estate Acquisition Management Plan
  - Risk and Contingency Management Plan
  - Safety and Security Management Plan
  - Safety Plan
  - Schedule Control Procedure
  - Third Party Agreements Plan and agreements
  - Travel Forecast Results Report
  - Work breakdown structure
  - Environmental documentation for configuration changes
  - Quantitative risk assessment and Project Management Oversight Contractor (PMOC) readiness review
  - Federal Transit Administration-compliant 20-Year Financial Plan
  - FTA rating package
  - FFGA preparation/negotiation
- ◆ Update the 20-Year Financial Plan, in support of the FFGA request and to reflect outcomes of the FTA Risk Review, revisions to the funding plan, and other information.
- ◆ Update ridership forecasts, as required, for the updated 20-Year Financial Plan and FTA rating package, as part of the request for the FFGA.
- ◆ Conduct the FTA's quantitative risk review process as an input to the updated capital cost estimate, PMOC's readiness review, etc.
- ◆ Prepare and submit the FFGA request and all required documentation; facilitate the FTA and PMOC's process and engagement during the FTA review period.
- ◆ Complete all critical third-party agreements required to request the FFGA, as identified in the Third-Party Agreements Plan; these include master cooperative agreements between the TJPA and Caltrain and between the TJPA and the California High-Speed Rail Authority.

#### Deliverables:

- ◆ Updated plans, procedures, and reports accepted by the FTA as sufficient to support an FFGA application:
  - FTA rating package
  - 20-Year Financial Plan
  - FTA risk review and qualitative risk assessment
  - FFGA request submittal
  - Executed critical third-party agreements
- ◆ Conduct training for all project staff to ensure adherence to the plans and procedures relevant to their responsibilities
- ◆ Conduct regular audits to ensure compliance

## 2 DESIGN ENGINEERING

### 2.1 Enabling Works Design

#### 2.1.1 Utility Relocation

The utility relocation contract (10-UR) is a design-bid-build contract that will relocate or protect-in-place over 20 public and private utilities within public right-of-way along 4,000 linear feet in portions of Second, Howard, and Townsend streets. Advance utility relocations will help facilitate construction of the cut-and-cover portions of the tunnel, the excavations for which will affect most of the public right-of-way, leaving limited space for utilities. The relocations, abandonments, and demolitions are intended to eliminate or reduce utility conflicts with shoring wall construction, road decking installation, excavation, construction of tunnel and station structures while maintaining services to surrounding properties. Work through FY26-27 will include preparation of updated 60%, updated 90%, and 100%/IFB design packages; preparation of the bid package and contract; and advertisement and award of the contract using a risk-based, stakeholder-inclusive development process, consistent with the TJPA's goals for The Portal. Enabling works design associated with utility relocation is anticipated to be complete during this three-year timeframe.

#### 2.1.2 Building Demolition

The building demolition design-bid-build contract (30-BD) will demolish seven buildings as part of the site clearing for construction of the cut-and-cover portions of the tunnel. Five structures located near Second and Howard streets will be demolished to make way for the throat structure where the tunnel widens from two to six tracks as it enters the Salesforce Transit Center. Two structures will be demolished to provide space for a construction shaft, construction laydown area for the mined tunnel, and, ultimately, a ventilation structure at Townsend and Third streets.

Work through FY26-27 includes preparation of 90% and 100%/IFB design packages, preparation of the bid package and contract, and advertisement of the contract using a risk-based, stakeholder-inclusive development process, consistent with the TJPA's goals for The Portal. Enabling works design associated with building demolition is anticipated to be complete during this three-year timeframe.

### 2.1.3 4th and King Yard Site Clearing

The 4th and King Yard Preparation Package A: Site Clearing design-bid-build contract (20-YA) will relocate or remove all structures and utilities along the south side of Townsend Street between Fourth and Seventh streets and along Seventh Street between Townsend Street and Mission Bay Drive. Additionally, one pocket track on the north side of the existing Caltrain station at Fourth and King streets and the storage tracks at the corner of Townsend and Seventh streets will be removed. Work through FY26-27 includes:

- ◆ Complete 20-YA 90% design package and prepare 100%/IFB design package.
- ◆ Prepare the bid package and contract.
- ◆ Advertise and award the contract using a risk-based, stakeholder-inclusive development process, consistent with the TJPA's goals for The Portal.

## 2.2 Civil and Tunnel Progressive Design-Build

The civil and tunnel progressive design-build contract (40-CT) comprises the completion of the design and construction of the cut-and-cover structures and mined tunnel (excluding rail systems), the ventilation structures, the Fourth and Townsend Street Station fit-out (excluding rail systems), and utility support and temporary and permanent relocations (excluding advance utility relocations (10-UR)). Preconstruction work includes design engineering, preconstruction management, schedule preparation, estimating, acting as lead for coordination across all contract packages, preconstruction surveys, site investigations, hazardous materials assessment, and coordination with and obtaining approvals and permits from stakeholders and authorities having jurisdiction.

### 2.2.1 Progressive Design-Build Procurement

Work through FY26-27 includes completing the following for the 40-CT contract:

- ◆ Contract documents, including general requirements and technical documents
- ◆ Complete request for proposals (RFP) package, including the final draft contract
- ◆ TJPA Board approval to issue the RFP
- ◆ Release of the RFP and evaluate proposals
- ◆ Negotiate and initiate the preconstruction phase
- ◆ Negotiate open contract terms and conditions
- ◆ Establish the cost model for joint open-book estimating
- ◆ Conduct design progress meetings and over-the-shoulder reviews
- ◆ Address design variance requests with operators, as appropriate
- ◆ Reconcile the progressive design-build contractor's opinion of probable construction cost (OPCC) 30% submittal estimate with the TJPA's independent cost estimate
- ◆ Negotiate agreement to progress from 30% to 60% design
- ◆ Approve 30% design and OPCC, authorizing additional preconstruction services to 60% submittal
- ◆ Continue design reviews and cost model discussions
- ◆ Negotiate early works construction packages



## 2.2.2 Preconstruction

Preconstruction service will be incremental, pursuant to work packages issued by the TJPA documenting the associated time, price, and scope of work. Preconstruction services will be sufficient to establish a guaranteed maximum price (GMP) for the project.

## 2.3 Track and Rail Systems Design

The track and rail systems construction manager/general contractor (CMGC) contract (50-TS) includes the installation of direct fixation and embedded tracks through the tunnel, stations, and u-wall. Trackwork includes the rails, fastening systems, and special trackwork (turnouts, diamond crossings, crossovers, derails, train bumping posts). Associated with trackwork are track alignments, which are the defining horizontal and vertical control lines for the tracks and the structures that support them. Rail systems comprise signaling/train control, overhead contact, communications, central train operations control, and traction power systems and distribution. The systems for tunnel, stations, and ventilation and emergency egress structures include ventilation building systems; fire-life safety and water-air mechanical systems; security systems; and mechanical, electrical, and plumbing systems. Work through FY26-27 includes:

- ◆ Initiate 50-TS 60% design package preparation.
- ◆ Issue the request for qualifications, evaluate statements of qualifications, and establish a shortlist.
- ◆ Draft the general requirements and contract.
- ◆ Complete the RFP package, including the general requirements and final draft contract.
- ◆ Securing TJPA Board approvals to release the RFQ and RFP.
- ◆ Release the RFP and evaluate proposals.
- ◆ Negotiate and initiate the preconstruction phase.
- ◆ Negotiate open contract terms and conditions.
- ◆ Establish the cost model for joint open-book estimating.
- ◆ Initiate the CMGC's constructability review of design work to date.

The Federal Railroad Administration's (FRA) October 29, 2024, announcement that the TJPA was selected for a Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program award of up to \$24,655,000 is anticipated to accelerate the track and rail systems (50-TS) design work. The detailed scope of work will be negotiated with the FRA in fall/winter 2024/2025.

## 2.4 Station Fit-out Design

The station fit-out CMGC contract (60-SF) comprises the fit-out of the already constructed two-level structural box (train box) at the Salesforce Transit Center, construction of a new entrance lobby and stairs at the east end of the Salesforce Transit Center, and construction of a new above-grade ventilation and support systems structure, including excavating a plenum below the structure and connecting it to the lower concourse. The lower concourse, one level below ground, will house ticketing, passenger waiting, and support spaces for the rail operators, Caltrain and the California High-Speed Rail Authority, and leasable retail space. Six tracks and three center platforms on the platform level two levels below ground will serve commuter and high-speed trains. Back-of-house spaces on this level will support rail service. The scope for the contract includes coordinating with other contracts; obtaining approvals from authorities having jurisdiction; and supplying, installing, testing, and commissioning all elements required for the station fit-out, including manuals, training, spare parts, and record drawings. Work through FY26-27 includes:

- ◆ Initiate 60-SF 60% design package preparation.
- ◆ Issue the request for qualifications, evaluate statements of qualifications, and establish a shortlist.
- ◆ Draft the general requirements and contract.
- ◆ Complete the request for proposals (RFP) package, including the general requirements and final draft contract.
- ◆ Secure TJPA Board approvals to release RFQ and RFP.
- ◆ Release the RFP and evaluate proposals.
- ◆ Negotiate and initiate the preconstruction phase.
- ◆ Negotiate open contract terms and conditions.
- ◆ Establish the cost model for joint open-book estimating.
- ◆ Initiate CMGC constructability review of design work to date.

### 3 INTERAGENCY COORDINATION

The Portal requires extensive coordination with a range of federal, state, and local agencies. Intergovernmental and interagency coordination is required throughout preliminary engineering, final engineering, construction, and pre-revenue operations for guidance and approvals in the execution of the technical work of the project. The TJPA has entered into cooperation and reimbursement agreements with Caltrain and the City and County of San Francisco for their work on The Portal.

#### 3.1 Caltrain

As the initial operator of The Portal, Caltrain support is required in order to assure that The Portal is designed and built according to Caltrain's safety, service, and maintenance requirements. The TJPA has agreed to fund work in support of this need on an annual work plan basis. The following tasks are anticipated through FY26-27:

- ◆ Program management, including project controls, administration, and agreements
- ◆ Financial planning including O&M, capital, 20-Year Financial Plan development, and travel demand modeling support
- ◆ O&M design and analysis
- ◆ Environmental permitting
- ◆ Engineering, including civil infrastructure, track and systems, systems integration, and utilities
- ◆ Rail vehicles and level boarding requirements
- ◆ Construction/constructability reviews
- ◆ Procurement support
- ◆ 4th and King Yard Preparation Packages A and B design
- ◆ Real estate support
- ◆ Legal support

### 3.2 City and County of San Francisco

The Interagency Cooperation Agreement (ICA) is a cooperation and reimbursement agreement between the participating City and County of San Francisco agencies and departments (City agencies) and the TJPA for The Portal. The following City agencies are participating in the ICA:

- ◆ Port of San Francisco
- ◆ Department of Building Inspection
- ◆ Department of Technology
- ◆ San Francisco Fire Department
- ◆ San Francisco Municipal Transportation Agency
- ◆ San Francisco Office of Economic and Workforce Development
- ◆ San Francisco Planning Department
- ◆ San Francisco Public Utilities Commission
- ◆ San Francisco Public Works
- ◆ San Francisco Real Estate Division

As outlined in the ICA, subsequent department actions and/or approvals will be required as the TJPA carries out The Portal.

Each fiscal year, each City agency will propose to the TJPA an annual scope and budget, detailing the anticipated scope of City tasks that the City agency will undertake that fiscal year, a budget for those City tasks, and any other terms that are unique to that City agency, unique to the tasks to be undertaken, or will supersede specific ICA terms. Each City agency's annual scope and budget is an appendix to the ICA.

Through FY26-27, work includes:

- ◆ Reviewing constructability, design deliverables, and plans; providing design and construction support services; assisting/consulting regarding traffic coordination and required permits.
- ◆ Assisting to draft the Public Trust Transfer Agreement and related documents (Port of San Francisco).
- ◆ Providing construction inspector services (San Francisco Public Works).
- ◆ Providing technical analysis in the review of alternative sewer relocation strategies and final sewer design (San Francisco Public Utilities Commission).
- ◆ Providing hydraulic analyses (San Francisco Public Utilities Commission).

## 4 PROFESSIONAL SERVICES

Professional and specialized services are required for the advancement of The Portal, including legal services, financial advisors, economic and real estate analysis, legislative advocacy, auditing, and public relations. Tasks are assigned based on The Portal's current and anticipated needs. Only those costs directly attributable to The Portal are carried in the project budget.

Examples of this work include the following:

- ◆ Contract development and negotiations

- ◆ Right-of-way acquisition planning, negotiations, and agreements
- ◆ Revenue forecasts
- ◆ Real estate analysis
- ◆ Infrastructure finance and strategic planning
- ◆ Financial plans and presentations
- ◆ Grant development and administration
- ◆ Legislative and funding advocacy
- ◆ Public outreach and communications

## 5 RIGHT-OF-WAY ACQUISITION, RELOCATION & PROFESSIONAL SERVICES

Right-of-way acquisition for the project requires property acquisition, permanent subsurface easements, temporary construction easements, and interests that would allow the TJPA to permanently install rock dowels in the subsurface of additional properties.

Relocation assistance will be provided to occupants of properties acquired to construct The Portal, in compliance with the federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970.

Right-of-way acquisition and relocation assistance will proceed in four tranches that span approximately two and one-half years. Total acquisitions that result in displacements and complicated relocations are included in the initial tranches to mitigate cost and schedule risks.

The following tasks apply to each tranche:

- ◆ Conduct an appraisal and a review appraisal (for properties with an appraised value of more than \$10,000)
- ◆ When required, prepare furniture, fixtures, and equipment appraisals and goodwill appraisals
- ◆ Submit recommended just compensation amount to the FTA for concurrence
- ◆ Meet and negotiate with property owners
- ◆ File eminent domain actions, as required
- ◆ Complete relocations, as required
- ◆ Turn over property access to contractors

Deliverables:

- ◆ Title reports
- ◆ Maps and legal descriptions
- ◆ Environmental site assessments
- ◆ Appraisals
- ◆ Purchase and sale agreements or orders of immediate possession
- ◆ Timely relocation benefit payments

**ATTACHMENT 1**  
**PMCM Contract No. 23-03-PMCM-000**  
**Scope of Services for Prop L Allocation**  
**Fiscal Year 24-25**

This document identifies the Program Management/Construction Management (PMCM) scope of work for the Proposition L allocation request. The Prop L allocation would fund a portion of the services included in the FY24-25 scope of services, consistent with the level of effort negotiated with TJPA.

**TASK 1**

Program Management

**1.a Program Management**

- A. Update Project Management Plan: Provide an updated Project Management Plan (PMP) and subplans consistent with the requirements of the current status of the project, identifying those activities that must be implemented in support of finalized procurement, commencement of construction activities, grants management, and final design and construction administration. The PMP will be consistent with the requirements of the Integrated Program Delivery Team (IPDT) and depict organizational relationships, describe communications protocols, and be consistent with the Work Breakdown Structure (WBS).

Deliverable: Develop an updated PMP and subplans addressing all requirements, including recommendations from the Federal Transit Administration's (FTA) Project Management Oversight Contractor (PMOC).

- B. Coordinate with FTA and authorities having jurisdiction (AHJs), Utilities, and other agencies: PMCM will assist TJPA with updated submittals to FTA, including New Starts documentation, support with PMOC requirements, and monthly and quarterly meetings. PMCM will coordinate with AHJs, including agencies from the City and County of San Francisco, State of California, and railroad operators.

Deliverable: Meeting agendas, meeting materials, subject matter experts, and other support functions to monitor requirements, proactively manage communications, action item matrices, and collection and management of responses to questions.

- C. Update plans and procedures, and PMOC-required documentation: PMCM will assist TJPA in addressing all required plans and procedures to effectively manage the project. Best practices, TJPA requirements, and FTA requirements will all be addressed to provide guidance to the IPDT in delivering a successful project. All PMOC recommendations developed during the capability and capacity evaluation will be addressed.

Deliverable: Updated plans and procedures for project management, project controls, contract administration, engineering management, and construction management.

- D. Organize Peer Reviews and Partnering: PMCM will assist TJPA in outreach to peer organizations, subject matter experts, and professional organizations to conduct peer reviews on appropriate topics. PMCM will organize and conduct partnering sessions with the primary rail operator and construction contractors through the IPDT.

Deliverable: Arrange for peer reviews and partnering sessions, prepare agendas, and facilitate, record, and prepare actions resulting from peer reviews and partnering sessions.

- E. Provide Design Management: PMCM will provide design oversight of the general engineering consultant. This work will generally include negotiation of scopes of work, cost proposals, and deliverables. In addition, PMCM will provide oversight and review of design deliverables for completeness and consistency with the approved design scopes of work. PMCM will assist the general engineering consultant with coordination and collaboration with AHJs and the rail operating partners.

Deliverable: Fully negotiated scopes of work and cost proposals suitable for TJPA's review and approval. Over the shoulder, draft, and final design deliverable reviews and dispositions.

- F. Procurement Documents and Process: PMCM will work to develop the procurement and contracting documents to support the planned design-bid-build, progressive design-build, and construction manager/general contractor procurements. The scope of this subtask is comprised of:

- preparing and issuing RFQ documents
- conducting workshops with external partners
- preparing and issuing industry review documents
- developing and issuing RFP documents

Deliverables: The following deliverables are planned:

1. 10-UR: PMCM will prepare the draft RFP, update based on industry review, and finalize the RFP for issuance – planned for April 2025
2. 20-4KYA: PMCM will prepare the draft RFP – planned for March 2025
3. 30-BD: PMCM will prepare the draft RFP and issue for industry review – planned for March 2025
4. 40-CT: PMCM will prepare the final RFP based on industry review and issue to the selected contractors – planned for January 2025
5. To be funded by others
6. 60-SF: PMCM will develop the draft RFQ – planned for March 2025

- G. Readiness Assessment: To be funded by others.

- H. Development of the Integrated Program Delivery Team: PMCM will assist TJPA in the development of an integrated program delivery team to optimize collaboration and communication and clarify roles and responsibilities among all parties responsible for the implementation of The Portal.

Deliverables: Assist TJPA in the development of necessary tools, graphics, charts, and reports outlining the establishment of the IPDT.

- I. General Program Support: PMCM will provide administrative support for agency and intra-agency correspondence, documentation, and reporting, meeting logistics, and grant writing.

Deliverables: Staff reports, documentation and correspondence, technical exhibits, and grant submissions.

## **TASK 2**

### **Project Management**

#### **2.a Project Management**

- A. Contract Administration: PMCM will ensure compliance with TJPA's prime contract and execute subcontract agreements with team members including required flow downs from the prime contract. PMCM will prepare monthly invoices in accordance with TJPA requirements including detailed labor, overhead, profit, and other direct costs. Monthly reports will be prepared in accordance with TJPA requirements.

Deliverable: Monthly invoices, monthly progress reports, quarterly reports.

- B. **Cost Oversight:** PMCM will continually update project costs as secondary mitigations and other scope changes are adopted. The general engineering consulting contract and the City and County of San Francisco and Caltrain invoices will be monitored for cost trends and any concerns will be promptly reported to TJPA.

Deliverable: Periodic updates of the Standard Cost Category (SCC) workbook. Cost trending for the PMCM contract, the general engineering consulting contract, and City and County of San Francisco and Caltrain agreements.

- C. **Schedule Oversight:** The master schedule will be updated monthly and, when appropriate, converted to a baseline schedule. Analysis of the critical path will be conducted, including recommendations to protect project float. Support TJPA with updating and maintaining schedule controls processes and procedures.

Deliverable: Monthly schedule updates, fragnet analysis, and recommendations for activity resequencing or rescheduling.

- D. **Risk Management:** Quarterly risk workshops will be conducted in accordance with FTA procedures and best practices.

Deliverable: Quarterly risk reports

- E. **Scope Management:** PMCM will carefully monitor work activities for adherence to the agreed-upon scope of services. Where additional or different scope is required, PMCM will promptly bring it to the attention of TJPA's Project Director with suggested modifications consistent with the overall cost budget for NTP1.

Deliverable: Monthly tracking for adherence to agreed-upon scope of services. Proposed modifications to scope when appropriate.

- F. **Value Engineering:** PMPC will conduct one value engineering exercise with a certified value engineer. Additionally, secondary mitigations will be evaluated, and as appropriate, presented to the configuration management working group or contract change board as appropriate.

Deliverable: One value engineering workshop and value engineering report will be prepared and submitted. Secondary mitigation analysis and reporting will be conducted per the resource allocation negotiated with TJPA.

- G. **Outreach Support:** PMCM will coordinate industry outreach, meetings, and assist with raising industry awareness of the Portal and increasing community support.

Deliverable: Meeting materials, minutes, website content, and action items

### TASK 3

#### Construction Management and Construction Support Services

- 3.a Third Party Coordination:** PMCM will coordinate and manage interfaces of all planned procurement activities with third parties, including the coordination of agreements, variances needed, permitting requirements, and potential clashes with planned construction work requiring utility relocations.

Deliverable: Coordination as needed.

- 3.e Preconstruction Services:** PMCM will carry out all preconstruction surveys necessary to support the development of the designs and procurement documents for The Portal, including any constructability analyses needed.

Deliverable: Surveys and constructability analyses as determined necessary by TJPA.

#### **TASK 4**

Project Delivery and Contract Development/Compliance

##### **4.a Project Delivery**

- A. Procurement Strategy Plans: PMCM will support TJPA in carrying out strategy for project delivery methods including, contract terms and conditions, procurement reviews, and program requirements to support delivery of the Portal, including:
- Supporting review of proposals and bids
  - Assist in the review, development and implementation of overall project delivery and procurement strategy
  - Advise TJPA on proposer/bidder comments and requests for changes in the procurement documents
  - Develop specifications, solicitation technical packages, and draft intergovernmental agreements

Deliverable: Advice and support as required by TJPA.

#### **TASK 5**

Configuration Management

- 5.b Document Management:** PMCM will provide document management procedures, training, and staff to ensure proper control of project documents across all stakeholders. A searchable database will be established to provide centralized control of communications. Provide support for the buildout and integration of the PMIS system as it relates to document and records management.

Deliverables: Document control procedures, document control software, training, administration of the document control module of the PMIS system (InEight document), and records management system.

- 5.c Requirements Management:** An initial plan documenting, analyzing, prioritizing, tracking, and managing the needs and requirements of stakeholders throughout the lifecycle of The Portal.

Deliverable: A Requirements Management Plan and execution matrix.

#### **TASK 6**

Project Controls

- 6.a IT support services and GIS and BIM Management:** PMCM will in accordance with the limited budget available in NTP1, establish an IT system including software, training, and implementation and integration. A particular focus will be on project controls software, design management software, and digital delivery. Additionally, the existing GIS capabilities will be expanded.

Deliverable: PMCM will provide software, training, system maintenance.

- 6.b Project Controls:** PMCM will prepare updated program budgets in SCC format broken down by contract package incorporating construction budgets using cost estimates noted above, and estimate other soft costs for each line item.

- Support TJPA's Project Controls Manager to update the Program master schedule based on the



WBS and the Program implementation plan. Update the Program master schedule monthly and quarterly to include current information regarding project and contract progress.

- Prepare monthly and quarterly reports of Program status. Prepare quarterly project and contract status reports outlining the progress, cost, schedule, issue resolution and other aspects of the project or contract.
- Implement a PMIS systems using nonproprietary scalable software appropriate to the current state of the project providing multi-functional data collection and reporting capabilities across multiple functions, such as schedule/risk management, cost, contracts, document management, compliance, progress/field execution, invoicing, interface with owner accounting, etc.

Deliverables:

- SCC workbooks detailing program cost by contract package and for the overall program
- Monthly and quarterly program status reports to the TJPA Board, stakeholders and funding agencies
- InEight software through AECOM PMIS program, assist with set-up, provide initial training to TJPA and PMPC staff, provide support to data maintenance

## TASK 7

Estimating

- 7.b Cost Estimating:** PMCM will develop and prepare cost estimates to support TJPA procurement activities for professional services planning, environmental, and construction contracts. PMCM will develop design and construction capital cost budgets, including any needed design optimization and value engineering studies, constructability reviews, life-cycle cost analyses, and risk assessments determined necessary by TJPA.

Deliverable: Documents as requested by TJPA.

**General Engineering Consultant  
Proposition L Allocation Request  
October 2024**

**Scope of Work**

Parsons Transportation Group and their subconsultants shall perform the following scope of work as excerpted from their contract agreement and amended as noted in *italics*.

**Project Procurement Tasks**

Develop and finalize contract document packages; these may involve various procurement methods depending on the design segment/package: private-public-partnership variations; mixed contractor, CM at-risk, design-build, and design-bid-build.

*The TJPA Board has selected a project delivery method for the advance works by design-bid-build.*

1. Prepare advance package design drawings, specifications, and bid documents. Advance packages may include utility relocation and building demolition/site clearing.  
*The scope for this task will include commencing preparation of a 90% design package for the DTX 4th and King Yard Preparation Package A (4KYA). All disciplines will: commence preparations of plans and specifications at a 90% design level unless otherwise noted; provide input to the construction staging exhibits; field visits to confirm existing conditions and design concepts; commence preparation of reports for drainage; calculations where required by Caltrain Design Criteria; support coordination with Caltrain, CCSF, utility providers, CPUC, and the FRA, as needed; and provide input to the Basis of Design Addendum. CAD work and specifications are to be prepared using Caltrain's CADD Standards.*
  - 1) *Track*
  - 2) *Systems*
    - a) *Overhead Catenary System (OCS)*
    - b) *Traction Power*
    - c) *Signals*
    - d) *Communications*
    - e) *Positive Train Control (PTC)*
    - f) *Duct Bank*
  - 3) *Utilities*
  - 4) *Drainage*
  - 5) *Civil*
    - a) *Demolition*
    - b) *Roadway*
    - c) *Site Engineering (grading, site temporary and permanent fencing)*
  - 6) *Architectural*
    - a) *Crew Quarters*
    - b) *Compressor Facility*
    - c) *Radio Shack*
    - d) *Relocation of 4KYA-relocated existing yard assets*
  - 7) *Basis of Design Addendum: Prepare an addendum (memorandum) to the 60% Basis of Design Report with relevant revisions to assumptions, outstanding issues, related Caltrain projects, relevant agreements, governing criteria for each discipline, and planned and approved design variances*
  - 8) *Construction Staging*

9) *Specifications per Caltrain Standard*

10) *Exclusions:*

- a) *Invasive subsurface utility investigation field work is excluded.*
- b) *Incorporation of revised Railyards layout currently under study by Caltrain, Prologis, and the City is excluded*
- c) *90% cost estimate*

- 2. *Intentionally left blank.*
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## Caltrain Proposition L Allocation Request Scope of Work, FY24-25

### Introduction

As the initial operator of the Portal service, Caltrain support is required in order to assure the Portal is designed and built according to Caltrain's safety, service, and maintenance requirements. TJPA has agreed to fund work in support of this need on an annual work plan basis. Below is the draft work plan for the 12 months commencing on October 1, 2024, and ending on September 30, 2025. The final work plan will be approved by TJPA and Caltrain staff, in accordance with the Interim Agreement (IA) approved by the TJPA and Caltrain Boards.

### Tasks and Deliverables

1. Program Management –
  - a. Management
    - Task: Provide a Caltrain Project Director to co-lead the Portal Project in concert with TJPA Project Director. Provide leadership of the IPDT. Facilitate and manage Caltrain staff and consultant input to the project delivery. Provide regular updates to Caltrain Executive Director and Board of Directors.
    - Deliverable: Required Caltrain participation program management decisions to assure technical tasks are complete timely and within budget in support of the project. Co-leadership of the IPDT, representing Caltrain interests in safety, customer experience, maintainability, operational requirements, cost and schedule control.
  - b. Project Controls
    - Task: Monitoring and reporting of Caltrain task assignments for cost and schedule adherence.
    - Deliverable: Regular reporting of cost and schedule adherence, trend reporting, input to master schedule and project budget updates. Collaboration with TJPA Project Controls Manager.
  - c. Administration
    - Task: Project administrative support to Program Manager and team as needed. Ensure documents and properly routed and retained. Timely track and manage all approvals from submission to final acceptance. Schedule multi-party meetings. Coordinate with Portal Document Management.
    - Deliverable: Reports, memoranda, agreements, meetings, document management.
  - d. Agreements
    - Task: Technical input to development of the Extended Interim, Master Cooperative and Right of Way agreements including, but not limited to O&M Costs, Asset Disposition, Capital Cost contribution, Real Estate access and disposition.
    - Deliverable: Completed Extended Interim Agreement. Completed Real Estate Access Agreement. Development of the Master Cooperative Agreement.

2. Financial Planning
  - a. O&M
    - Task: Provide updates to the Caltrain O&M costs under the EMU service suitable for inclusion in the updated 20-Year Financial Plan, and as an input to the O&M funding planning tasks.
    - Deliverable: O&M cost tables depicting actual costs and forecasted future cost for EMU operations. Participation in O&M funding plan task force assisting with the development of a credible funding plan for future Caltrain and TJPA operations, including of the Portal.
  - b. Capital
    - Task: Provide input, review and comment on TJPA Portal capital cost estimates for Portal related facilities.
    - Deliverable: Input to capital cost estimate generated by Portal staff for certain rail related elements. Review and comments on generated capital cost estimate.
  - c. 20-Year Financial Plan
    - Task: If required, provide input, review and comment on the updated TJPA Portal 20-Year Financial Plan, including Caltrain O&M cost and revenue tables, State of Good Repair program, and stress testing.
    - Deliverable: Cost and revenue tables, capital plan tables, quality and accuracy reviews.
  - d. Travel Demand Modeling Support
    - Task: Provide detailed Caltrain ridership data including boarding counts, on board surveys, and other data as requested by the Travel Demand Modeling team. Provide review and comment on reporting.
    - Deliverable: Boarding counts, mode of access information, origin destination information, fare revenue information.
3. Operations and Maintenance
  - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests (DVRs), provide comments on TJPA generated designs regarding operability and maintainability.
  - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs with regard to operability and maintainability.
4. Environmental Permitting
  - Task: Complete the environmental compliance process for the 4<sup>th</sup> and King Yard work for both NEPA and CEQA.
  - Deliverable: Completed NEPA Re-evaluation with FTA's concurrence. Completed CEQA Addendum (with Caltrain filing a Notice of Determination (NOD)).
5. Engineering
  - a. Civil Infrastructure
    - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs.
    - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.

- b. Track and Systems
    - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs.
    - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.
  - c. Systems Integration
    - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs.
    - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.
  - d. Utilities
    - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs. Assist with the identification of utilities within the 4<sup>th</sup> and King Yard.
    - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.
6. Rail Vehicles
- a. Level Boarding
    - Task: Provide as-needed input to level boarding / gap closure conceptual design and liaison with rail vehicle manufacturer.
    - Deliverable: Technical memoranda, design comments.
7. Construction / Constructability
- Task: Provide as needed constructability reviews of TJPA generated design submittals.
  - Deliverable: Participation in constructability meetings, comment on design submittals, participate in drafting constructability reports.
8. Procurement Support
- Task: Provide input and comments on TJPA generated procurement documents, participate in a 55-YB and 50-TS project delivery alternatives evaluation. Participate in proposer evaluation and interview processes, as requested. If required, lead the development of procurement documents for any Caltrain led procurements.
  - Deliverable: Input and comments on TJPA generated procurement documents, Participation in evaluating and scoring proposer submittals and interviews. If required, develop Caltrain procurement documents.
9. 4th and King Railyard Package A and B4
- Task: Provide task management for the 20-YA and 55-YB contract design development to the 60% design completion documents. Liaise between involved Caltrain departments to assure design direction is consistent with O&M requirements. Manage communication between all parties. Assist with development of design concepts that meet requirements while protecting Portal project budget. Prepare a Concept of Operations for the Rail Yard in coordination with Rail Planning, Rail Operations, and TJPA. Provide technical review and management of an updated

Load Flow Analysis to determine power supply requirement. Assist with coordination of PGE relationship.

- Deliverable: Management of design process. Design concepts for further exploration by design team. Review comments on design concepts and deliverables. Weekly meeting technical meeting management. Facilitation of yard access for design team when required. Draft Concept of Operations. Draft and Final Load Flow Analysis

#### 10. Real Estate

- Task: Participate in drafting appropriate agreements permitting TJPA access to Caltrain properties as required to construct the Portal.
- Deliverable: Assistance in drafting and approval agreements such as Right of Entry, Access, or other agreement forms as identified by Counsel.

#### 11. Legal

- Task: Assist in drafting Agreements including but not limited to Extended Interim, 4KYB (Forth and King Yard), and Master Cooperative Agreements. Assist in drafting real estate related agreements to facilitate construction of the Portal.
- Deliverable: Draft and Final Agreements, drafted in collaboration with TJPA Counsel.

Project Development and Engineering 3-Year Funding Plan Details

As of 11-4-2024

Cost Category/Sub Category		Portal Scope of Work Tasks	Fund Source	FY 24-25	FY 25-26	FY 26-27	Total
Project Management	TJPA	1.1	CFD Prop K	3,071,000 100,000	3,212,000 0	3,324,000 0	9,607,000 100,000
	PMPC/PMCM	1.2	CFD Prop K in Prop L	3,436,000 921,000	2,125,000 0	0 0	5,561,000 921,000
			Prop L	6,374,000	15,000,000	21,475,000	42,849,000
Design Engineering	Enabling Works Design	2.1	CFD	150,000	1,400,000	1,000,000	2,550,000
			TIRCP Prop K	7,994,000 1,664,000	0 0	0 0	7,994,000 1,664,000
			Prop L	700,000	0	1,000,000	1,700,000
	Progressive Design Build Bid Documents and Procurement	2.2	TIRCP	2,400,000	1,775,000	2,625,000	6,800,000
	Progressive Design Build Pre-Construction	2.2	CFD	0	0	3,068,000	3,068,000
			TIRCP Prop L RM3	0 0 0	8,064,000 0 0	28,324,000 0 36,552,000	36,388,000 - 36,552,000
CM/GC Track & Systems Design	2.3	TIRCP FRA CRISI Prop L	1,500,000 0 0	3,500,000 0 0	600,000 6,600,000 1,000,000	5,600,000 6,600,000 1,000,000	
CM/GC Station Fitout Design	2.4	Prop L	0	0	1,000,000	1,000,000	
Interagency Coordination	Caltrain	3.1	CFD	1,540,500	7,174,000	7,999,000	16,713,500
			Caltrain Contribution Prop L	2,069,000 1,926,000	0 0	0 0	2,069,000 1,926,000
	City and County of San Francisco	3.2	CFD	1,105,500	921,000	953,000	2,979,500
Professional Services		1.1, 4	CFD	1,878,000	1,939,000	2,007,000	5,824,000
Right-of-Way Acquisition, Relocation, & Professional Services		5	RM3	50,100,000	100,000,000	50,000,000	200,100,000
<b>Grand Total</b>				<b>86,929,000</b>	<b>145,110,000</b>	<b>167,527,000</b>	<b>399,566,000</b>

Note: Costs and funding do not include construction and design during construction.



**Project Development and Engineering Budget & Funding Plan As of 11-4-2024**

Cost Category/Sub Category		Dec 2021 - Jun 2024	FY24-25	FY 25-26	FY 26-27	Total
Project Management	TJPA	\$ 6,569,749	\$ 3,171,000	\$ 3,212,000	\$ 3,324,000	\$ 16,276,749
	PMPC/PMCM	\$ 11,037,707	\$ 10,731,000	\$ 17,125,000	\$ 21,475,000	\$ 60,368,707
Design Engineering	Enabling Works Design	\$ 34,048,868	\$ 10,508,000	\$ 1,400,000	\$ 2,000,000	\$ 144,964,868
	Progressive Design Build Bid Documents and Procurement		\$ 2,400,000	\$ 1,775,000	\$ 2,625,000	
	Progressive Design Build Pre-Construction			\$ 8,064,000	\$ 67,944,000	
	CM/GC Track & Systems Design		\$ 1,500,000	\$ 3,500,000	\$ 8,200,000	
	CM/GC Station Fitout Design		\$ -	\$ -	\$ 1,000,000	
Interagency Coordination	Caltrain	\$ 7,547,577	\$ 5,535,500	\$ 7,174,000	\$ 7,999,000	\$ 31,235,577
	City and County of San Francisco		\$ 1,105,500	\$ 921,000	\$ 953,000	
Professional Services		\$ 5,597,106	\$ 1,878,000	\$ 1,939,000	\$ 2,007,000	\$ 11,421,106
Right-of-Way Acquisition, Relocation, & Professional Services		\$ 401,915	\$ 50,100,000	\$ 100,000,000	\$ 50,000,000	\$ 200,501,915
<b>TOTAL</b>		<b>\$ 65,202,921</b>	<b>\$ 86,929,000</b>	<b>\$ 145,110,000</b>	<b>\$ 167,527,000</b>	<b>\$ 464,768,921</b>

Funding Source	Status	Dec 2021 - Jun 2024	FY24-25	FY 25-26	FY 26-27	Total
CFD	Allocated	\$ 48,107,403	\$ 11,181,000	\$ 16,771,000	\$ 18,351,000	\$ 94,410,403
Prop K	Allocated	\$ 12,063,083	\$ 1,764,000			\$ 13,827,083
Prop K in Prop L Allocation	Programmed		\$ 921,000			\$ 921,000
Prop L	Programmed		\$ 9,000,000	\$ 15,000,000	\$ 24,475,000	\$ 48,475,000
Caltrain Contribution	Allocated & Budgeted	\$ 930,526	\$ 2,069,000			\$ 2,999,526
TIRCP Project Development	Allocated	\$ 3,195,490	\$ 11,894,000	\$ 13,339,000	\$ 31,549,000	\$ 59,977,490
Regional Measure 3	Allocated		\$ 50,100,000	\$ 50,600,000		\$ 100,700,000
Regional Measure 3	Programmed			\$ 49,400,000	\$ 86,552,000	\$ 135,952,000
FRA CRISI	Programmed				\$ 6,600,000	\$ 6,600,000
TJPA Sources	Allocated	\$ 906,420		\$ -	\$ -	\$ 906,420
<b>TOTAL</b>		<b>\$ 65,202,921</b>	<b>\$ 86,929,000</b>	<b>\$ 145,110,000</b>	<b>\$ 167,527,000</b>	<b>\$ 464,768,921</b>

Note: Costs and funding do not include construction and design during construction.

TJPA Prop K&L FY24-25 Funding Request					
4-Nov-24					
DRAFT					
<b>Prop K/L Funded Activities in FY24-25</b>					
<b>Task</b>	<b>Scope</b>				<b>Prop K/L Total</b>
<b>Program Management Construction Management</b>		<b>Average Rate</b>	<b>Hours</b>	<b>Other Direct Costs</b>	<b>Cost</b>
Task 1	Program Management	\$ 250	8,971		\$ 2,246,100
Task 2	Project Management	\$ 296	7,121		\$ 2,110,800
Task 3	Construction Management and Construction Support Services	\$ 243	3,700		\$ 1,272,995
Task 4	Project Delivery and Contract Development/Compliance	\$ 348	374		\$ 130,300
Task 5	Configuration Management	\$ 231	2,253		\$ 521,100
Task 6	Project Controls incl. PMIS/Project Controls Software	\$ 194	3,200	375,695	\$ 620,100
Task 7	Estimating	\$ 326	1,209		\$ 394,000
	<b>PMCM Team Subtotal</b>	<b>\$ 270</b>	<b>26,828</b>	<b>375,695</b>	<b>\$ 7,295,395</b>
<b>General Engineering Consultant (GEC)</b>					
Enabling Works Design	Project Procurement Tasks	\$ 250	2,800	-	\$ 700,000
	<b>GEC Team Subtotal</b>	<b>\$ 250</b>	<b>2,800</b>	<b>\$ -</b>	<b>\$ 700,000</b>
<b>Caltrain Interim Agreement (IA)</b>					
Task 1	Program Management	\$ 181	2,398		\$ 434,000
Task 2	Financial Planning	\$ 176	403		\$ 71,000
Task 3	Operations and Maintenance	\$ 165	170		\$ 28,000
Task 4	Environmental Planning	\$ 118	51		\$ 6,000
Task 5 / 7	Engineering & Construction/Constructability	\$ 176	2,301		\$ 405,000
Task 6	Rail Vehicles	\$ 213	85		\$ 18,000
Task 8	Procurement Support	\$ 265	615		\$ 163,000
Task 9	4th and King Railyard Package A & B	\$ 225	3,111		\$ 700,000
Task 10	Real Estate	\$ 165	224		\$ 37,000
Task 11	Legal	Estimate \$15,000/month			\$ 64,000
	<b>TOTAL</b>	<b>\$ 206</b>	<b>9,358</b>	<b>\$ -</b>	<b>\$ 1,926,000</b>
					<b>\$ 9,921,395</b>

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

**SFCTA OVERSIGHT PROTOCOL FOR THE PORTAL/DOWNTOWN RAIL EXTENSION**

This Oversight Protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on-time and on-budget delivery of The Portal. The intent is to integrate the SFCTA Project Management Oversight team (SFCTA PMO) into the project's processes and protocols, in order to serve as a resource to the project, in addition to serving a traditional oversight role. The SFCTA agrees that its PMO team members will have the appropriate technical, project management skills, and background to perform their duties. All SFCTA costs related to SFCTA oversight will be borne by the SFCTA, funded in whole or part by Prop L appropriations.

SFCTA oversight is intended to be consistent with, and complementary to, the work program and governance described in The Portal Project Implementation Memorandum of Understanding (Implementation MOU), which is expected to be approved in early 2025. SFCTA oversight is and will be in addition to any specific work program task roles for SFCTA established under the Implementation MOU and/or underlying management agreements. SFCTA participation in the IPMT/IMT and CMWG/CCB does not satisfy or replace SFCTA oversight requirements.

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

1. The Portal Integrated Program Delivery Team (IPDT) will have an open-door policy and work closely with the SFCTA PMO, which will have access to project Section Managers and available information through TJPA staff. SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings, in order to stay abreast of project activities and, when warranted, may also attend, as an observer, partnering sessions and progress meetings with project contractors. The TJPA Project Director (or their designate) will periodically provide a list of current and anticipated regularly-scheduled meetings, and SFCTA and the TJPA Project Director (or their designate) will jointly agree the meetings for SFCTA attendance.
3. The SFCTA PMO will attend the project's regular meetings with the FTA and its PMOC, including regular monthly and quarterly meetings, unless FTA objects to SFCTA's participation.
4. At such time as the FTA Financial Management Oversight Management Consultant is engaged, the SFCTA PMO will attend the project's regular meetings with the FMOC, unless FTA objects to SFCTA's participation.

5. The IPDT will make available to the SFCTA PMO significant project deliverables, reports, plans, procedures, and progress and cost reports for review and comment. The IPDT will also consult with the SFCTA PMO in the preparation of project baseline documents, including cost/budget, schedule, funding plan, configuration, and risk. SFCTA comments will be provided within the stipulated review period and submitted to the IPDT for consideration. Should the SFCTA PMO not provide comments by the due date, the IPDT may assume that they are not forthcoming.
6. The SFCTA PMO will be invited to participate as an observer in consultant selection panels and contractor proposal/bid reviews, except where SFCTA's participation is mutually agreed as not necessary or appropriate. As requested by TJPA, the SFCTA PMO will participate as an evaluation team member in selections panels and/or contractor proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the IPDT and The Portal Quality Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in Risk Management meetings and receive copies of the project risk register, its monthly or quarterly updates, periodic quantitative risk analysis, and other risk reports.
9. The SFCTA PMO will serve as a voting member of the Configuration Management Working Group (CMWG). The SFCTA will serve on the Change Control Board (CCB), consistent with the provisions of the CCB Charter. The SFCTA agrees that its CMWG/CCB representative(s) will have the appropriate technical and project management background and will not have veto power.
10. TJPA staff and SFCTA staff will meet-and-confer in advance of any project items advancing to the SFCTA Board or the San Francisco Board of Supervisors.
11. SFCTA will provide support to TJPA staff on funding and financing issues, including proactively identifying grants and other funding opportunities.
12. SFCTA will review and approve project invoices submitted to the SFCTA and support timely processing.
13. SFCTA will assist TJPA staff with development of grant amendments and funding requests which are submitted to the SFCTA for approval.

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE TRANSBAY JOINT POWERS AUTHORITY (TJPA), THE METROPOLITAN TRANSPORTATION COMMISSION, THE PENINSULA CORRIDOR JOINT POWERS BOARD, THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY, AND THE CITY AND COUNTY OF SAN FRANCISCO TO SUPPORT IMPLEMENTATION OF THE PORTAL PROJECT, ALSO KNOWN AS THE DOWNTOWN RAIL EXTENSION (DTX); ALLOCATING \$9,000,000 IN PROP L FUNDS, WITH CONDITIONS, FOR THE PORTAL PROJECT ENGINEERING PHASE ACTIVITIES; AND AMENDING THE PROP K GRANTS FOR THE DTX TUNNEL ENGINEERING OPTIONS STUDY AND DTX PROJECT DEVELOPMENT ACTIVITIES UNDER NOTICE-TO-PROCEED #2B TO ALLOW TJPA TO USE THE COMBINED REMAINING BALANCE OF \$921,395 FOR THE PORTAL PROJECT ENGINEERING PHASE ACTIVITIES

WHEREAS, The Portal is a project of local, regional, and statewide significance, that will bring Caltrain and future California High-Speed Rail to the Salesforce Transit Center in downtown San Francisco; and

WHEREAS, In April 2020, through approval of Resolution 20-48, the Transportation Authority Board authorized the execution of the San Francisco Peninsula Rail Program Memorandum of Understanding (Peninsula Rail MOU) between the Transportation Authority and the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (Caltrain), the California High-Speed Rail Authority (CSHRA), and the City and County of San Francisco; and

WHEREAS, The Peninsula Rail MOU defined a multi-agency work program to develop The Portal to ready-for-procurement status and described an organizational structure to support the development of the project; and

WHEREAS, Under the Peninsula Rail MOU, the Transportation Authority and MTC were responsible for preparing recommendations for governance of The Portal during implementation of the project; and

WHEREAS, In August 2023, the TJPA Board approved The Portal Governance Blueprint (Blueprint), which called for the preparation of a new multi-party MOU to succeed the Peninsula Rail MOU and serve The Portal through delivery of the project; and

WHEREAS, The Peninsula Rail MOU concluded on May 10, 2024; and

WHEREAS, Staff from the Transportation Authority and the MTC have led the preparation of The Portal Project Implementation Memorandum of Understanding (Implementation MOU) to be among the Transportation Authority, TJPA, MTC, Caltrain, CHSRA, and the City and County of San Francisco (collectively, the Partners); and

WHEREAS, The enclosed Implementation MOU describes the multi-agency coordination and engagement processes through which the Partners will support the efforts of the TJPA to deliver The Portal; and

WHEREAS, The Implementation MOU does not establish funding contributions or payment between the Partners, and the MOU does not commit any Partner to provide any resources other than those the agency has already funded and programmed to support The Portal; and

WHEREAS, The term of the Implementation MOU shall be through project construction, commissioning, and the preparation of a project evaluation report to be completed within 12 months of the launch of revenue service on The Portal; and

WHEREAS, The Partners may amend, conclude, or extend the Implementation MOU by mutual agreement; and

WHEREAS, In parallel with the preparation of the Implementation MOU, TJPA and the other Partners prepared a new multi-agency work program reflecting project activities over an approximately three-year period; and

WHEREAS, Consistent with the multi-agency work program, TJPA has prepared a three-year scope-of-work for project activities undertaken by TJPA from Fiscal Year 2024/25 through Fiscal Year 2026/27, including those activities necessary to complete the Engineering Phase of the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process; and

WHEREAS, The Transportation Authority received a request from TJPA for \$9,000,000 in Prop L transportation sales tax funds to support The Portal Engineering Phase activities, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form (Attachment 5); and

WHEREAS, The Transportation Authority received a request from TJPA to amend two Prop K transportation sales tax Standard Grant Agreements (SGAs) to allow use of \$38,838 in cost savings from the DTX Tunnel Engineering Options Study SGA and \$882,557 in cost savings from the DTX Project Development Activities Under Notice-to-Proceed #2B SGA to additionally support The Portal Engineering Phase Activities; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$9,000,000, with conditions, to TJPA for The Portal Project Engineering Phase Activities and amending the two subject SGAs to allow TJPA to use the combined remaining balance of \$921,395 for The Portal Project Engineering Phase Activities, as described in Attachment 3 and detailed in the attached allocation request form, which include staff recommendations for the Prop L allocation amount, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, The TJPA's Prop L request seeks funds from the Caltrain Downtown Rail Extension and Pennsylvania Alignment program; and

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

WHEREAS, The TJPA's Prop L request is consistent with the associated 5YPP; and

WHEREAS, The proposed new scope-of-work for the two subject SGA amendments is eligible under the Prop K Expenditure Plan line item that funded the original grants, is closely related to the original grant scope, and is for work that is ready to proceed; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2024/25 budget to cover the proposed actions; and

WHEREAS, At its November 20, 2024, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute the enclosed Implementation MOU with TJPA, MTC, Caltrain, CHSRA, and the City and County of San Francisco to support implementation of The Portal project; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$9,000,000 in Prop L funds, with conditions, to TJPA for The Portal Project Engineering Phase Activities, as summarized in Attachment 3 and detailed in the attached allocation request form (Attachment 5); and be it further

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

RESOLVED, That the Transportation Authority hereby amends the Prop K SGAs for the DTX Tunnel Engineering Options Study and the DTX Project Development Activities Under Notice-to-Proceed #2B projects allowing a total of \$921,395 in cost savings to support The Portal Project Engineering Phase Activities as



summarized in Attachments 1 and 2 and detailed in the attached allocation request form (Attachment 5); and be it further

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

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

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

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

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

Attachments:

1. Summary of Request Received
2. Project Description
3. Staff Recommendations
4. Prop L Allocation Summary - FY 2024/25
5. Allocation Request Form

Enclosure:

1. The Portal Project Implementation Memorandum of Understanding (Draft)

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# Memorandum

## AGENDA ITEM 7

**DATE:** December 5, 2024

**TO:** Transportation Authority Board

**FROM:** Carl Holmes - Deputy Director for Capital Projects

**SUBJECT:** 12/10/24 Board Meeting: Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$8,965,637, with Conditions; Authorize an Additional Construction Allotment of \$896,564 for a Total Construction Allotment Not to Exceed \$9,862,201, with Conditions; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Award a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed \$8,965,637</li> <li>• Authorize an additional construction allotment of \$896,564, for a total construction allotment not to exceed \$9,862,201, for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects</li> <li>• Authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions</li> <li>• Authorize the Executive Director to execute all other related supporting and supplemental agreements</li> </ul> <p><b>SUMMARY</b></p> <p>We are delivering the Pier E-2 Parking Lot Project (Pier E2 Project) on behalf of the Bay Area Toll Authority (BATA). The Pier E-2 Project will improve public parking and restroom facilities for the existing Pier E-2 park built to commemorate the historic east span of the Bay Bridge. We are delivering the Torpedo Building (Torpedo Project) as an environmental</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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<p>mitigation for the Yerba Buena Island (YBI) Southgate Road Realignment Improvement Project (Southgate Road Project) . The Torpedo Project will weatherproof the historic Torpedo Building adjacent to the existing Pier E-2 Park. With a total budget valued at \$12,084,561, the two projects (the Project) will increase public access to the historic amenities of YBI and Treasure Island.</p> <p>We advertised the construction contract on August 29, 2024, and received 2 electronic bids on October 15, 2024. After reviewing submitted bids, we determined that the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of \$8,965,637. We also recommend an additional construction allotment of 10%, or \$896,564, for contingency.</p>	
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**BACKGROUND**

In March 2018, the Caltrans Toll Bridge Program Oversight Committee approved retaining four of the six remaining marine pier foundations of the San Francisco Oakland Bay Bridge (SFOBB) that will serve as public access. On the San Francisco side, Pier E-2 serves as an observation platform where one can imagine the prior east span alignment while seeing the new, current eastern span. The development of Pier E-2 into a public access site adds to existing amenities including access to the bicycle and pedestrian path (Bay Bridge Trail), Bridge Yard Building in Oakland, and the Torpedo Building. Newly constructed roads on YBI will provide public access to Pier E-2. Limited vehicle parking, bicycle parking, and signage were added to the site as Phase 1 of the project.

The second phase of the Caltrans Pier E-2 improvements will expand the parking lot, add a restroom, finalize the landscaping, drainage and signage at the site, upgrade the entrance gates and provide utilities to serve both the parking lot improvements and the future improvements planned for the Torpedo Building. At the completion of the Phase 2 Pier E-2 improvements, the Vista Point will be completed and opened to the public for enhanced access to the San Francisco Bay and other amenities described above. The Transportation Authority, on behalf of BATA, will contract and manage the construction.

The Torpedo Building is a mitigation measure of the YBI Southgate Road Project, which was opened to traffic in May 2023. The mitigation measure requires preservation work on the Torpedo Building located on the east side of YBI. The



Southgate Road Project is the second phase of the YBI East Side Ramps project. The Southgate Road Project required execution of a Memorandum of Agreement (MOA) between Caltrans and the California State Historic Preservation Officer (SHPO). Subsequently, the Southgate Road Project was determined to have an adverse impact (removal) of Quarters 8, an officer's residence that was determined to be individually eligible for listing in the National Register of Historic Places (National Register). An amended MOA was executed in May 2019 between Caltrans, SHPO and US Coast Guard, to address mitigation responsibilities for the adverse impact. The mitigation measures have been applied to the Torpedo Building (Navy Building 262), which is located on the far northeast tip of YBI, underneath the SFOBB and is now owned by the Treasure Island Development Authority (TIDA), with access through Caltrans' right-of-way underneath the east span of the SFOBB. The Torpedo Building is listed in the National Register and is the last remnant of the former Camp Yerba Buena, a one-time U.S. Army base. The preservation elements identified in the amended MOA included roofing, structural as necessary, and retrofit of damaged, deteriorated, or missing windows and doors. The Transportation Authority, on behalf of TIDA, will contract and manage the construction.

## **DISCUSSION**

**Bid Process and Results.** On August 29, 2024, we issued an Invitation to Bid (ITB) for construction services for the Project through an electronic bid website.

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

- Contract announcement placed in five local/ethnic publications: San Francisco Chronicle, San Francisco Examiner, El Reportero, Nichi Bei, and Small Business Exchange; and
- Announcements posted on the Transportation Authority's website, an electronic bid website (Bid Express) and distributed via email.

On September 10, 2024, we held a virtual non-mandatory, pre-bid meeting and networking session, which provided opportunities for interested disadvantaged and small businesses to meet potential prime contractors and form partnerships.



Representatives from 3 firms attended this event, including DBE and SBE and potential prime contractors.

We also held site tours on September 11, 2024 and September 27, 2024.

On the bid-opening date of October 15, 2024, we received and opened two (2) bids in response to the ITB. We and our construction management consultant, GHD Inc., reviewed and evaluated the bids. The verified bid results are listed below in Table 1.

**Table 1. Bid Results**

<b>BIDDER</b>	<b>AMOUNT</b>
Engineers Estimate	\$7,400,000.00
Thompson Builders Corporation	\$8,965,637.00
S&H Construction, Inc.	\$7,980,690.00

We have determined that Thompson Builders Corporation is the lowest responsible and responsive bidder, bidding \$8,965,637. A detailed bid item list is included in Attachment 2. The amount is approximately 21% over the Engineer's Estimate for the Project's construction cost of \$7,400,000. The other bid by S&H Construction, Inc. was also over the engineer's estimate but was deemed non-responsive as it was missing mandatory qualification requirements for key bid items.

Consistent with State of California requirements, since this project does not include federal funds, we established an aspirational 22% DBE/ SBE goal for the construction contract to encourage the utilization of small, disadvantaged, and minority business participation. Regular reporting on utilization of small, disadvantaged and minority businesses as well as the participation of labor force groups is required under the contract. The lowest responsible and responsive bidder, Thompson Builders Corporation, has proposed to achieve 6.3% DBE/SBE participation for this construction contract.

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

- Award Construction Contract - December 2024
- Begin Construction - January 2025
- Construction Completion - Fall 2025

**Additional Construction Allotment.** In order to construct the Project, we will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation



Agency, and San Francisco Public Works, to provide final funding, perform utility tie-in's, purchase agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work. We recommend an additional contingency of \$896,564, or 10% of total anticipated construction costs, for a total construction allotment of \$9,862,201.

**Funding.** The construction contract, and additional construction allotment for administration and contingency, will be funded with local funds provided by BATA through the Toll Bridge Rehabilitation Program and TIDA funds remaining from the Southgate Road Project.

The Pier E-2 Parking Lot Project will be funded via BATA Funding Agreement. The Torpedo Building will be funded by BATA and TIDA via the Southgate Road Project funding plan. The detailed funding plan is shown in Attachment 1.

Award of the construction contract is contingent on \$2,465,359 in additional funds to be approved by BATA, anticipated at their December Board Meeting.

## **FINANCIAL IMPACT**

The proposed construction phase contracts will be funded by the various local funding sources, including agreements with TIDA for the Southgate Road Project (including the Torpedo Building) and BATA for both Torpedo Building and the Pier E-2 Parking Lot Construction.

The first year's activities are included in the adopted Fiscal Year 2024/25 budget and work program, and sufficient funds will be included in the Fiscal Year 2025/26 budget if required.

## **CAC POSITION**

There is no CAC position on this item because we were unable to agendize this item at the most recent CAC meeting. Specifically, the award protest period was not complete at the time of the November 20, 2024 CAC meeting. The 5-day protest period has now closed and the prices will expire 90 days following the October 15, 2024 Bid Opening date. The next CAC meeting is January 22, 2025 which will be outside of the 90-day window. The CAC will be briefed on this item at its January 22 meeting.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Pier E-2 Parking Lot and Torpedo Building Project Funding Plan
- Attachment 2 - Project Bid Item List
- Attachment 3 - Resolution



## Attachment 1

## Pier E-2 Parking Lot and Torpedo Building Project Funding Plan

Phase	BATA Toll Bridge Rehabilitation Program Funds (Secured)	BATA Toll Bridge Rehabilitation Program Funds (Pending)	TIDA (Secured)	TOTAL
Pier E-2 Parking Lot Construction Capital	\$6,000,000	\$1,170,787		\$7,170,787
Pier E-2 Parking Lot Contingency		\$717,079		\$717,079
Pier E-2 Parking Lot Construction Support <sup>(1)</sup>	\$1,000,000	\$577,493		\$1,577,493
Torpedo Building Design	\$250,000			\$250,000
Torpedo Building Construction Capital	\$1,294,850		\$500,000	\$1,794,850
Torpedo Building Contingency	\$179,485			\$179,485
Torpedo Building Construction Support <sup>(1)</sup>	\$394,867			\$394,867
<b>TOTALS</b>	<b>\$9,119,202</b>	<b>\$2,465,359</b>	<b>\$500,000</b>	<b>\$12,084,561</b>

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<sup>(1)</sup> Construction support costs include, but not limited to, salaries, project management, construction management, agency coordination, etc.

## Attachment 2

## TORPEDO BUILDING PACKAGE

## BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Total Quantity	Unit Price	Total Cost
1	MOBILIZATION	LS	1	\$100,000.00	\$100,000.00
2	SITE STAGING AND ACCESS	LS	1	\$76,140.00	\$76,140.00
3	DEMOLITION AND PREPARATION OF PLANS BY THE CONTRACTOR	LS	1	\$36,800.00	\$36,800.00
4	ROOFING DISPOSAL	LS	1	\$12,270.00	\$12,270.00
5	NEW ROOFING (Metal Panels)	LS	1	\$340,400.00	\$340,400.00
6	WINDOW RESTORATION	LS	1	\$574,200.00	\$574,200.00
7	ALLOWANCE FOR REPLACEMENT HARDWARE	LS	1	\$15,000.00	\$15,000.00
8	NEW STOREFRONTS AND OVERHEAD COOLING DOORS	LS	1	\$350,600.00	\$350,600.00
9	EXTERIOR WINDOW COVERING	LS	1	\$118,300.00	\$118,300.00
10	RESTORATION AND INTERIOR SUPPORT OF EXSITING ROLLING DOORS	LS	1	\$37,740.00	\$37,740.00
11	ALLOWANCE FOR EXTERIOR CONCRETE CRACK AND SPALL REPAIR	LS	1	\$20,000.00	\$20,000.00
12	TREES PROCUREMENT	LS	1	\$113,400.00	\$113,400.00
				<b>Total Bid:</b>	<b>\$1,794,850.00</b>

## Attachment 2

## PIER E2 IMPROVEMENTS PACKAGE

## BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
1	CONSTRUCTION STAKING	LS	1	\$18,400.00	\$18,400.00
2	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$20,720.00	\$20,720.00
3	CONSTRUCTION AREA SIGNS	LS	1	\$4,300.00	\$4,300.00
4	TRAFFIC CONTROL SYSTEM	LS	1	\$24,530.00	\$24,530.00
5	TEMPORARY PAVEMENT STRIPING AND PAVEMENT MARKING	LS	1	\$12,270.00	\$12,270.00
6	DUST CONTROL	LS	1	\$76,260.00	\$76,260.00
7	JOB SITE MANAGEMENT	LS	1	\$23,920.00	\$23,920.00
8	EROSION CONTROL MEASURES	LS	1	\$45,040.00	\$45,040.00
9	HEALTH AND SAFETY PLAN	LS	1	\$3,070.00	\$3,070.00
10	TESTING OF CONTAMINATED SOILS	LS	1	\$9,210.00	\$9,210.00
11	REMOVE CONTAMINATED SOILS	CY	400	\$107.00	\$42,800.00
12	POTHOLE UTILITIES	EA	8	\$4,250.00	\$34,000.00
13	PROTECT EXISTING UTILITIES	LS	1	\$27,610.00	\$27,610.00
14	REMOVE MONITORING WELL (#7)	EA	1	\$11,650.00	\$11,650.00
15	REMOVE K-RAIL	LF	130	\$45.00	\$5,850.00
16	REMOVE CHAIN LINK FENCING (MIXED HEIGHTS 6 TO 8 FEET TALL)	LF	500	\$20.00	\$10,000.00
17	SALVAGE EXISTING BOLLARDS (B2 & B3 BOLLARDS)	EA	7	\$390.00	\$2,730.00
18	SALVAGE EXISTING WOOD WHEEL STOPS FOR REUSE	EA	26	\$153.00	\$3,978.00
19	ADJUST MONITORING WELL COVER TO NEW ELEVATION	EA	9	\$1,810.00	\$16,290.00
20	ADJUST MANHOLE RIM	EA	1	\$7,900.00	\$7,900.00
21	RELOCATE SOLAR LIGHT FIXTURE	EA	2	\$6,200.00	\$12,400.00
22	CLEARING AND GRUBBING	SF	18000	\$1.20	\$21,600.00
23	ROADWAY EXCAVATION / EARTHWORK	CY	1300	\$94.00	\$122,200.00
24	PATCH AND REPAIR EXISTING AB SURFACING	SF	5000	\$4.60	\$23,000.00
25	STORM DRAIN INLET - BUBBLER	EA	2	\$3,330.00	\$6,660.00
26	2" STORM DRAIN CLEANOUT	EA	9	\$1,280.00	\$11,520.00
27	12" RCP STORM PIPE	LF	60	\$250.00	\$15,000.00
28	12" PVC STORM PIPE	LF	407	\$146.00	\$59,422.00
29	BIOSWALE	LF	412	\$191.00	\$78,692.00
30	BIORETENTION BASIN	SF	4000	\$40.00	\$160,000.00
31	GRASS PAVE	SF	915	\$26.00	\$23,790.00
32	24" BOX TREE	EA	3	\$3,070.00	\$9,210.00
33	5 GAL SHRUB AND GRASS	EA	489	\$80.00	\$39,120.00
34	1 GAL PERENNIAL	EA	41	\$55.00	\$2,255.00
35	CALIFORNIA NATIVE MIX 1 - HYDROSEEDING	SF	31190	\$5.50	\$171,545.00
36	NATIVE LOW GRASS MIX 2 - HYDROSEEDING	SF	915	\$4.80	\$4,392.00
37	BIOSWALE MIX 3 - HYDROSEEDING	SF	2800	\$4.80	\$13,440.00
38	ASPHALT PAVEMENT (4" THICK)	SF	25000	\$9.00	\$225,000.00
39	UTILIDOR - PRECAST	LF	395	\$2,600.00	\$1,027,000.00
40	UTILIDOR - CAST-IN-PLACE	LF	125	\$4,650.00	\$581,250.00
41	UTILIDOR DOME DRAIN	EA	1	\$3,070.00	\$3,070.00
42	UTILITY MAG WARNING TAPE	LF	693	\$8.00	\$5,544.00
43	6" CURB AND GUTTER	LF	700	\$94.00	\$65,800.00
44	6" VERTICAL CURB	LF	1400	\$73.00	\$102,200.00

Attachment 2

PIER E2 IMPROVEMENTS PACKAGE

BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
45	3' WIDE CONCRETE VALLEY GUTTER	LF	400	\$80.00	\$32,000.00
46	CONCRETE FLUSH BAND	LF	436	\$75.00	\$32,700.00
47	6" VEHICULAR CONCRETE PAVEMENT	SF	4438	\$26.00	\$115,388.00
48	4" PEDESTRIAN CONCRETE PAVEMENT	SF	8094	\$29.00	\$234,726.00
49	CURB RAMP	EA	4	\$6,610.00	\$26,440.00
50	TACTILE WARNING TILES - TYPE 1	SF	244	\$111.00	\$27,084.00
51	TACTILE WARNING TILES - TYPE 2	SF	13	\$122.00	\$1,586.00
52	CONCRETE WHEEL STOP	EA	34	\$280.00	\$9,520.00
53	CURB INLET STRUCTURE - CONDITION 1	EA	2	\$3,020.00	\$6,040.00
54	CURB INLET STRUCTURE - CONDITION 2	EA	1	\$18,320.00	\$18,320.00
55	MISCELLANEOUS METAL FABRICATIONS	LS	1	\$97,500.00	\$97,500.00
56	8' HT WWM SECURITY FENCE	LF	190	\$630.00	\$119,700.00
57	8' HT WWM SECURITY FENCE GATE - VEHICULAR	EA	1	\$84,460.00	\$84,460.00
58	4' HT WWM PERIMETER FENCE - PEDESTRIAN	LF	601	\$250.00	\$150,250.00
59	4' HT WWM PERIMETER FENCE GATE - PEDESTRIAN	EA	1	\$11,140.00	\$11,140.00
60	4' HT WWM PERIMETER FENCE GATE - VEHICULAR	EA	1	\$11,640.00	\$11,640.00
61	6' HT WWM MAIN ENTRY GATE - VEHICLE & PEDESTRIAN	LS	1	\$25,580.00	\$25,580.00
62	6' HT CHAINLINK FENCE	LF	99	\$169.00	\$16,731.00
63	BOLLARD - TYPE B1 - (SURFACE MOUNTED)	EA	9	\$970.00	\$8,730.00
64	BOLLARD - TYPE B2 - (REPURPOSED REMOVABLE BOLLARD)	EA	4	\$2,420.00	\$9,680.00
65	BOLLARD - TYPE B3 - (MODIFIED EXISTING REMOVALBLE BOLLARD)	EA	3	\$3,070.00	\$9,210.00
66	BOLLARD - TYPE B4 - (SLEEVED COVER BOLLARD)	EA	2	\$2,560.00	\$5,120.00
67	BOLLARD - TYPE B5R - (PUC REMOVABLE BOLLARD)	EA	3	\$2,700.00	\$8,100.00
68	BOLLARD - TYPE B5F - (PUC FIXED BOLLARD)	EA	16	\$1,540.00	\$24,640.00
69	ADA SIGNAGE	EA	2	\$1,450.00	\$2,900.00
70	4" WHITE STRIPING (PARKING STALLS)	LF	1000	\$11.00	\$11,000.00
71	ROADWAY STENCILED STRIPING (IE TRAFFIC ARROWS)	EA	8	\$420.00	\$3,360.00
72	CROSSWALK STRIPING	SF	500	\$27.00	\$13,500.00
73	COMMUNICATIONS - PULL BOX (17"x30"x24")	EA	4	\$5,330.00	\$21,320.00
74	COMMUNICATIONS - 4" CONDUIT	LF	5000	\$37.00	\$185,000.00
75	PULL BOX (INTERCEPT) (3'x3'x5')	EA	1	\$34,690.00	\$34,690.00
76	480V MAIN DISTRIBUTION PANEL W/PAD	EA	1	\$43,370.00	\$43,370.00
77	PRIMARY DUCT BANK	LF	70	\$310.00	\$21,700.00
78	PULL BOX (6J-PS 41, 480KV) (3'X3'X5')	EA	1	\$37,180.00	\$37,180.00
79	30KVA TRANSFORMER W/PAD (PS41)	EA	1	\$30,980.00	\$30,980.00
80	PULL BOX (PS41 INTERCEPT, 208V) (3'X3'X5')	EA	1	\$34,690.00	\$34,690.00
81	4" ELECTRICAL CONDUIT - 12kv INTERCEPT TO PULLBOX	LF	74	\$250.00	\$18,500.00
82	4" ELECTRICAL CONDUIT - PULLBOX TO BOX (FOR FUTURE CONNECTION)	LF	9	\$250.00	\$2,250.00
83	4" ELECTRICAL CONDUIT - PULLBOX TO SFPUC TRANSFORMER	LF	126	\$250.00	\$31,500.00
84	4" ELECTRICAL CONDUIT - TRANSFORMER TO DISTRIBUTION BOARD	LF	9	\$250.00	\$2,250.00
85	4" ELECTRICAL CONDUIT - DISTRIBUTION BOARD TO UTILIDOR	LF	45	\$310.00	\$13,950.00
86	PULL BOX (3'X3'X5')	EA	3	\$28,510.00	\$85,530.00
87	4" ELECTRICAL CONDUIT - BOX (FOR FUTURE CONNECTION) TO UTILIDOR	LF	40	\$220.00	\$8,800.00
88	3#4 & 1#6GND XHHW-2 ELECT CONDUCTORS - DISTRIBUTION BOARD TO UTILIDOR	LF	128	\$40.00	\$5,120.00

## Attachment 2

## PIER E2 IMPROVEMENTS PACKAGE

## BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
89	2#1/0 & 1#3GND XHHW-2 ELECT CONDUCTORS - DISTRIBUTION BD TO UTILIDOR	LF	128	\$47.00	\$6,016.00
90	4" ELECTRICAL CONDUIT - UTILIDOR TO 6J BOX (PUMP STATION)	LF	36	\$220.00	\$7,920.00
91	3#4 & 1#6 XHHW-2 ELECTRICAL CONDUCTORS - UTILIDOR TO 6J BOX	LF	72	\$47.00	\$3,384.00
92	4" ELECT CONDUIT - 6J BOX TO UTILIDOR (PUMP STATION)	LF	32	\$220.00	\$7,040.00
93	3#4 & 1#6 XHHW-2 ELECT CONDUCTORS - 6J BOX TO UTILIDOR (PUMP STATION)	LF	64	\$47.00	\$3,008.00
94	4" ELECTRICAL CONDUIT - 6J BOX TO TRANSFORMER (PUMP STATION)	LF	160	\$220.00	\$35,200.00
95	3#4 & 1#6 XHHW-2 ELECT CONDUCTORS - 6J BOX TO XFORMER (PUMP STATION)	LF	640	\$47.00	\$30,080.00
96	2" ELECTRICAL CONDUIT - TRANSFORMER TO PULLBOX (PUMP STATION)	LF	152	\$220.00	\$33,440.00
97	4#1&1#6GND CU ELECT CONDUCTORS - XFORMER TO PULLBOX (PUMP STATION)	LF	380	\$47.00	\$17,860.00
98	4" ELECTRICAL CONDUIT - UTILIDOR TO COMM BOX (UTILIDOR PULLBOX)	LF	32	\$220.00	\$7,040.00
99	2#1/0 & 1#3GND XHHW-2 ELECT CONDUCTORS - UTILIDOR-6J BOX	LF	96	\$47.00	\$4,512.00
100	4" ELECTRICAL CONDUIT - 6J BOX TO UTILIDOR (UTILIDOR PULLBOX)	LF	32	\$220.00	\$7,040.00
101	4" ELECTRICAL CONDUIT - UTILIDOR TO 6J BOX (RESTROOM)	LF	38	\$220.00	\$8,360.00
102	4" ELECTRICAL CONDUIT - 6J BOX TO UTILIDOR (RESTROOM)	LF	46	\$220.00	\$10,120.00
103	4" ELECTRICAL CONDUIT - 6J BOX TO TRANSFORMER (RESTROOM)	LF	40	\$220.00	\$8,800.00
104	2#1/0 & 1#3GND XHHW-2 ELECT CONDUCTORS - 6J BOX TO XFORMER	LF	120	\$47.00	\$5,640.00
105	2" ELECTRICAL CONDUIT - TRANSFORMER TO PULLBOX (RESTROOM)	LF	154	\$220.00	\$33,880.00
106	3#1/0&1#4GND CU ELECT CONDUCTORS - XFORMER-PANEL, PANEL-PULLBOX	LF	360	\$47.00	\$16,920.00
107	4" ELECTRICAL CONDUIT - PULLBOX TO UTILIDOR (RESTROOM)	LF	32	\$220.00	\$7,040.00
108	3#1/0&1#4GND ELECT CONDUCTORS - XFRMR-PANEL, PANEL-PULLBOX	LF	64	\$47.00	\$3,008.00
109	2" ELECTRICAL CONDUIT - PULLBOX TO SOLAR LIGHT FIXTURES	LF	834	\$161.00	\$134,274.00
110	2" ELECT CONDUIT - JT TO SUBPANEL FOR PIER (PIER/TORPEDO BUILDING)	LF	32	\$220.00	\$7,040.00
111	3#1/0 & GND CU ELECT CONDUCTORS - XFORMER-PANEL, PANEL-PULLBOX	LF	64	\$25.00	\$1,600.00
112	4" ELECTRICAL CONDUIT - JT TO PULLBOX (PIER/TORPEDO BUILDING)	LF	40	\$220.00	\$8,800.00
113	5" ELECT CONDUIT - PULLBOX TO CAPPED TERMINATION	LF	68	\$220.00	\$14,960.00
114	4" ELECTRICAL CONDUIT (UTILIDOR)	LF	1026	\$37.00	\$37,962.00
115	2#1/0 & 1#3GND CU ELECTRICAL CONDUCTORS - (UTILIDOR)	LF	1800	\$25.00	\$45,000.00
116	4" ELECTRICAL CONDUIT (UTILIDOR) FOR FUTURE USE	LF	1026	\$37.00	\$37,962.00
117	#4 XHHW-2 ELECTRICAL CONDUCTORS - (UTILIDOR)	LF	2052	\$25.00	\$51,300.00
118	3#1/0 & GROUND VARIES XHHW-2 ELECTRICAL CONDUCTORS - (UTILIDOR)	LF	1539	\$25.00	\$38,475.00
119	PULL BOX (6J-RESTROOM INTERCEPT, 208V)	EA	1	\$43,370.00	\$43,370.00
120	25KVA TRANSFORMER W/ PAD (RESTROOM)	EA	1	\$32,220.00	\$32,220.00
121	100A 120/240V 1PH PEDESTAL W/PAD (RESTROOM)	EA	1	\$34,690.00	\$34,690.00
122	PULL BOX (240V TO UTILIDOR) (3'X3'X5')	EA	1	\$28,510.00	\$28,510.00
123	LOW VOLTAGE PULL BOX	EA	1	\$2,110.00	\$2,110.00
124	100A 240/120V, 1PH PIER PEDESTAL PANEL W/PAD	EA	1	\$37,180.00	\$37,180.00
125	LOW VOLTAGE SERVICE (LED DRIVERS TO GUARDRAIL HANDRAIL LIGHTS)	LF	65	\$38.00	\$2,470.00
126	LOW VOLTAGE SERVICE (LED DRIVERS TO STAIRS HANDRAIL)	LF	50	\$38.00	\$1,900.00
127	LOW VOLTAGE SERVICE (LED DRIVERS TO BACK STAIRS HANDRAIL)	LF	25	\$38.00	\$950.00
128	CONDUCTORS [2, 4 & 6]	LF	80	\$100.00	\$8,000.00
129	SOLAR LIGHT POLE - L1	EA	2	\$15,860.00	\$31,720.00
130	SOLAR LIGHT POLE - L2	EA	5	\$15,860.00	\$79,300.00
131	GUARDRAIL SOLAR LIGHT - L3	EA	56	\$540.00	\$30,240.00
132	LED LIGHT TAPE - L4 (INCLUDES METAL FABRICATIONS)	LF	149	\$1,250.00	\$186,250.00

## Attachment 2

### PIER E2 IMPROVEMENTS PACKAGE

#### BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
133	GUARDRAIL / HANDRAIL LED LIGHT FIXTURE - L5A	LS	1	\$15,370.00	\$15,370.00
134	HANDRAIL LED LIGHT FIXTURE - L5B	LS	1	\$15,370.00	\$15,370.00
135	LIGHT FIXTURES EL1 AND EL2 WIRE CONNECTIONS	LS	1	\$4,610.00	\$4,610.00
136	3/8" COPPER WATER SERVICE	LF	6	\$220.00	\$1,320.00
137	1" COPPER SERVICE	LF	42	\$167.00	\$7,014.00
138	6" DIP WATERLINE	LF	644	\$165.00	\$106,260.00
139	8" DIP WATERLINE	LF	281	\$179.00	\$50,299.00
140	UTILITY SLEEVE - 8" DIP	LF	10	\$146.00	\$1,460.00
141	UTILITY SLEEVE - 12" DIP	LF	10	\$210.00	\$2,100.00
142	BLOWOFF ASSEMBLY	EA	1	\$3,430.00	\$3,430.00
143	FIRE HYDRANT	EA	1	\$16,730.00	\$16,730.00
144	BALL VALVE	EA	3	\$3,520.00	\$10,560.00
145	CHECK VALVE	EA	1	\$3,030.00	\$3,030.00
146	GATE VALVE	EA	1	\$2,360.00	\$2,360.00
147	VALVE BOX	EA	3	\$950.00	\$2,850.00
148	RP BACKFLOW PREVENTER	EA	1	\$7,150.00	\$7,150.00
149	DRINKING FOUNTAIN	EA	1	\$14,730.00	\$14,730.00
150	1-1/2" PVC SEWER	LF	7	\$210.00	\$1,470.00
151	2" PVC SEWER	LF	7	\$210.00	\$1,470.00
152	3"OD/2.5"ID HDPE SEWER FORCE MAIN	LF	15	\$440.00	\$6,600.00
153	5"OD/4.25"ID HDPE SEWER FORC EMAIN	LF	755	\$118.00	\$89,090.00
154	8" HDPE SEWERLINE GRAVITY CONNECTION	LF	33	\$290.00	\$9,570.00
155	PREPACKAGED SANITARY SEWER PUMP STATION	EA	1	\$37,210.00	\$37,210.00
156	SEWER MANHOLE	EA	1	\$23,390.00	\$23,390.00
157	RESTROOM STRUCTURE - W/FOUNDATION AND UTILITY CONNECTIONS	LS	1	\$223,800.00	\$223,800.00
158	MOBILIZATION	LS	1	\$475,000.00	\$475,000.00
159	POWER SYSTEM STUDIES: SHORT CIRCUIT, ARC FLASH, COORDINATION	EA	1	\$7,440.00	\$7,440.00
				<b>Total Bid:</b>	<b>\$7,170,787.00</b>



San Francisco  
County Transportation  
Authority

BD121024

RESOLUTION NO. 25-27

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RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO THE LOWEST RESPONSIBLE AND RESPONSIVE BIDDER, THOMPSON BUILDERS CORPORATION, IN AN AMOUNT NOT TO EXCEED \$8,965,637, WITH CONDITIONS; AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$896,564 FOR A TOTAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$9,862,201, WITH CONDITIONS; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS FOR THE PIER E-2 PARKING LOT AND TORPEDO BUILDING RETROFIT PROJECTS

WHEREAS, The Transportation Authority is delivering the Pier E-2 Parking Lot Project (Pier E-2 Project) on behalf of the Bay Area Toll Authority (BATA), which will improve public parking and restroom facilities for the existing Pier E-2 park built to commemorate the historic east span of the Bay Bridge and

WHEREAS, The Transportation Authority is delivering the Torpedo Building Retrofit Project (Torpedo Building Project) as an environmental mitigation measure of the overall Yerba Buena Island Southgate Road Realignment Improvement Project, which will weatherproof the historic Torpedo Building adjacent to the existing Pier E-2 park; and

WHEREAS, On August 29, 2024, Transportation Authority staff issued an Invitation to Bid (ITB) for construction services for the Torpedo Building and Pier E-2 Projects; received two electronic bids on October 15, 2024, and determined the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of \$8,965,637; and

WHEREAS, In order to construct the project, the Transportation Authority will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, Treasure Island Development Authority, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works, to



provide final funding, perform utility tie-ins, purchase agency furnished materials, and for these agencies/entities to oversee select portions of the construction contractor's work; and

WHEREAS, Transportation Authority staff is also recommending an additional contingency of \$896,564, or 10% of total anticipated construction costs, for a total construction allotment of \$9,862,201; and

WHEREAS, The construction contract will be funded by the various local funding sources, including agreements with the Treasure Island Development Authority and BATA through its Toll Bridge Rehabilitation Program funds; and

WHEREAS, Award of the construction contract is contingent on \$2,465,359 in additional funds to be approved by BATA, anticipated at their December Board meeting; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed \$8,965,637, with conditions; and be it further

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$896,564 for a total construction allotment not to exceed \$9,862,201, with conditions; and be it further

RESOLVED, That the Executive Director is hereby authorized to execute all other related supporting and supplemental agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects; and be it further

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

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





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

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# Memorandum

## AGENDA ITEM 8

**DATE:** December 2, 2024  
**TO:** Transportation Authority Board  
**FROM:** Cynthia Fong - Deputy Director for Finance and Administration  
**SUBJECT:** 12/10/2024 Board Meeting: Accept the Audit Report for the Fiscal Year Ended June 30, 2024

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Accept the audit report for the fiscal year ended June 30, 2024.</p> <p><b>SUMMARY</b></p> <p>The Transportation Authority’s financial records are required to be audited annually by an independent, certified public accountant. The Annual Comprehensive Financial Reporting (Audit Report) for the year ended June 30, 2024, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Eide Bailly LLP. Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the Yerba Buena Island (YBI) West Side Bridges Project and the Surface Transportation Program (Congestion Management Agency planning funds). The Transportation Authority received all unmodified audit opinions from Eide Bailly LLP, with no findings or recommendations for improvements. A representative from Eide Bailly LLP will present the audit report and answer any questions at the Board meeting.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

Under its Fiscal Policy (Resolution 24-48), the Transportation Authority’s financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2024, were conducted in accordance with generally accepted



auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified audit opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

## **DISCUSSION**

The Audit Report includes an introductory section; the overall basic financial statements; a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year; footnotes; required supplemental information; and other supplementary information, which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that Eide Bailly LLP issued all unmodified opinions and for the annual fiscal audit, Eide Bailly LLP has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$750,000 in federal grants were expended during the year, a single audit was performed on the YBI West Side Bridges Project and the Surface Transportation Program transportation planning and programming activities. For the single audit, Eide Bailly LLP has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report is enclosed. A separate report containing other required communications to the Board is attached.

## **FINANCIAL IMPACT**

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2023/24 budget. Budgeted expenditures that were not expended in FY 2023/24 will be included in the FY 2024/25 mid-year amendment.

## **CAC POSITION**

The audit report was not finalized in time to present to the Community Advisory Committee (CAC) on November 20, 2024, the last CAC meeting this year. We will agendaize the audit as an information item at the CAC's January 22, 2025 meeting.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Separate Report Containing Other Required Communications to the Board
- Attachment 2 - Motion
- Enclosure - Annual Comprehensive Financial Report for the Year Ended June 30, 2024



November 22, 2024

To the Governing Board  
San Francisco County Transportation Authority  
San Francisco, California

We have audited the financial statements of San Francisco County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2024, and have issued our report thereon dated November 22, 2024. Professional standards require that we advise you of the following matters relating to our audit.

**Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance**

As communicated in our letter dated July 1, 2024, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether the Transportation Authority complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Transportation Authority's major federal program. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Transportation Authority solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of the Transportation Authority's major federal program compliance, is to express an opinion on the compliance for the Transportation Authority's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the Transportation Authority's internal control over compliance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated November 22, 2024. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated November 22, 2024.

### **Planned Scope and Timing of the Audit**

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

### **Compliance with All Ethics Requirements Regarding Independence**

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

### **Significant Risks Identified**

As stated in our auditor's report, professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as "significant risks." We have identified the following as significant risks.

- *Management Override of Controls* – professional standards require auditors to address the possibility of management overriding controls. Accordingly, we considered the possibility that management of the organization may have the ability to override controls that the organization has implemented. Management may override the organization's controls in order to modify the financial records with the intent of manipulating the financial statements to overstate the organization's financial performance or with the intent of concealing fraudulent transactions. We are pleased to report that no such matters were identified during our audit.
- *Improper Revenue Recognition* – professional standards require auditors to presume that revenue recognition is a fraud risk. Therefore, improper revenue recognition was identified as a fraud risk due to possibility that revenue is not recorded in the proper period, in the incorrect amount, etc. either due to error or fraud. We are pleased to report that no actual instances were identified during our audit.
- *Estimates* – Generally Accepted Auditing Standards require a presumed risk of management bias when assumptions are used to calculate significant account balances, which for the Transportation Authority applies to pension and other post-employment benefits.

## Qualitative Aspects of the Entity's Significant Accounting Practices

### *Significant Accounting Policies*

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Transportation Authority is included in Note 2 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during fiscal year 2024. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

### *Accounting Estimates*

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements is related to "pension" and "other post-employment benefits."

Management's estimates of the net pension liability and net other post-employment benefits liability, and related deferred inflows of resources and deferred outflows of resources are based on actuarial valuations. We evaluated the key factors and assumptions used to develop the estimates and determined that they are reasonable in relation to the basic financial statements taken as a whole.

### *Financial Statement Disclosures*

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting Transportation Authority's financial statements relate to:

- **Note 2** summarizes the Transportation Authority's significant accounting policies.
- **Note 6** describes the Transportation Authority's related party transactions with the City and County of San Francisco.
- **Note 7** describes the Transportation Authority's long-term debt.
- **Notes 8 and 9** describes the valuation of the Authority's net pension liability, other postemployment benefits liability, and related deferred outflows and inflows of resources. Such amounts are sensitive to the underlying actuarial assumptions used including, but not limited to, the investment rate of return and discount rate. As disclosed, a one percent increase or decrease in the discount rate has a material effect on the Authority's net pension liability.

### **Significant Difficulties Encountered during the Audit**

We encountered no significant difficulties in dealing with management relating to the performance of the audit.



## **Uncorrected and Corrected Misstatements**

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit.

The following summarizes uncorrected financial statement misstatements whose effects in the current and prior periods, as determined by management, are immaterial, both individually and in the aggregate, to the financial statements taken as a whole:

Sales Tax Fund: As a matter of convenience, the Transportation Authority did not recognize inflows and outflows related to the subscription-based information technology arrangement of \$488,467, with no effect on ending fund balance.

Governmental activities: Entity-wide expenses are overstated, and net position is understated by \$137,000 because of a one-year timing difference regarding the recognition of deferred contributions of the other post-employment benefits liability.

## **Disagreements with Management**

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

## **Circumstances that Affect the Form and Content of the Auditor's Report**

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report. We did not identify any circumstances that affect the form and content of the auditor's report.

## **Representations Requested from Management**

We have requested certain written representations from management which are included in the management representation letter dated November 22, 2024.

## **Management's Consultations with Other Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

**Other Significant Matters, Findings, or Issues**

In the normal course of our professional association with the Transportation Authority, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as Transportation Authority's auditors.

**Other Information Included in the Annual Comprehensive Financial Report (ACFR)**

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in Transportation Authority's ACFR, does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

However, in accordance with such standards, we have read the other information and considered whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

**Treasure Island Mobility Management Agency**

The ACFR includes the financial statements of the Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA), a blended component unit, which we considered to be a significant component of the ACFR. Consistent with the audit of the basic financial statements of the Transportation Authority as a whole, our audit included obtaining an understanding of the Transportation Authority and TIMMA and their environment, including internal control, sufficient to assess the risks of material misstatement of the basic financial statements of the Transportation Authority and TIMMA and completion of further audit procedures.

This report is intended solely for the information and use of the governing board, and management of the Transportation Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

The image shows a handwritten signature in cursive script that reads "Eide Sully LLP".

Menlo Park, California



**San Francisco  
County Transportation  
Authority**

BD121024

MOTION NO. 25-01

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MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION  
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2024

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2024.

Attachment:

1. Audit Report for the Year Ended June 30, 2024

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Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

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# SFMTA UPDATES

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SFCTA Board | December 17, 2024

Item 9

## OVERVIEW

Quick-Build Program

Speed Safety Camera Update

Citywide Street Safety Policy



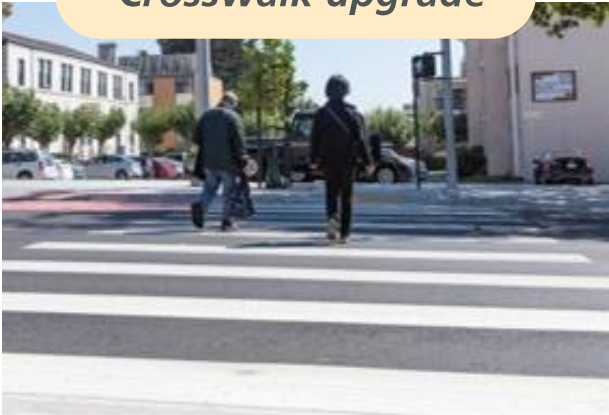
# QUICK-BUILD PROGRAM

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Jen Wong, SFMTA

# QUICK-BUILD TOOLKIT PROJECT

*Crosswalk upgrade*



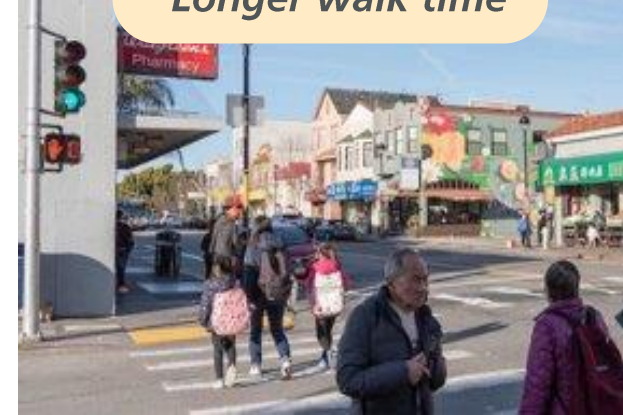
*Advanced limit line*



*Daylighting*



*Longer walk time*



*Pedestrian head start*



*Signal lens upgrade*



*Painted safety zone*



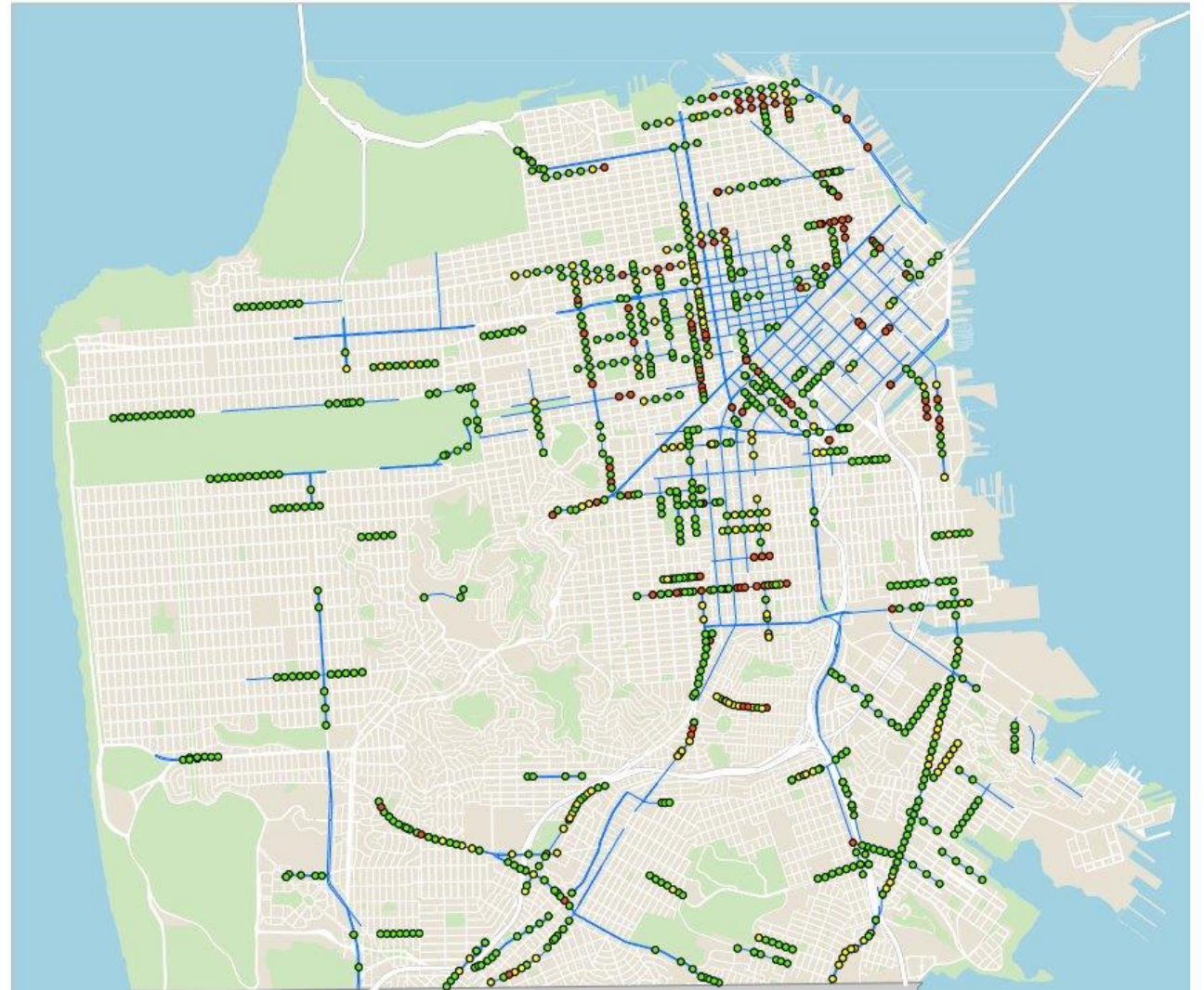
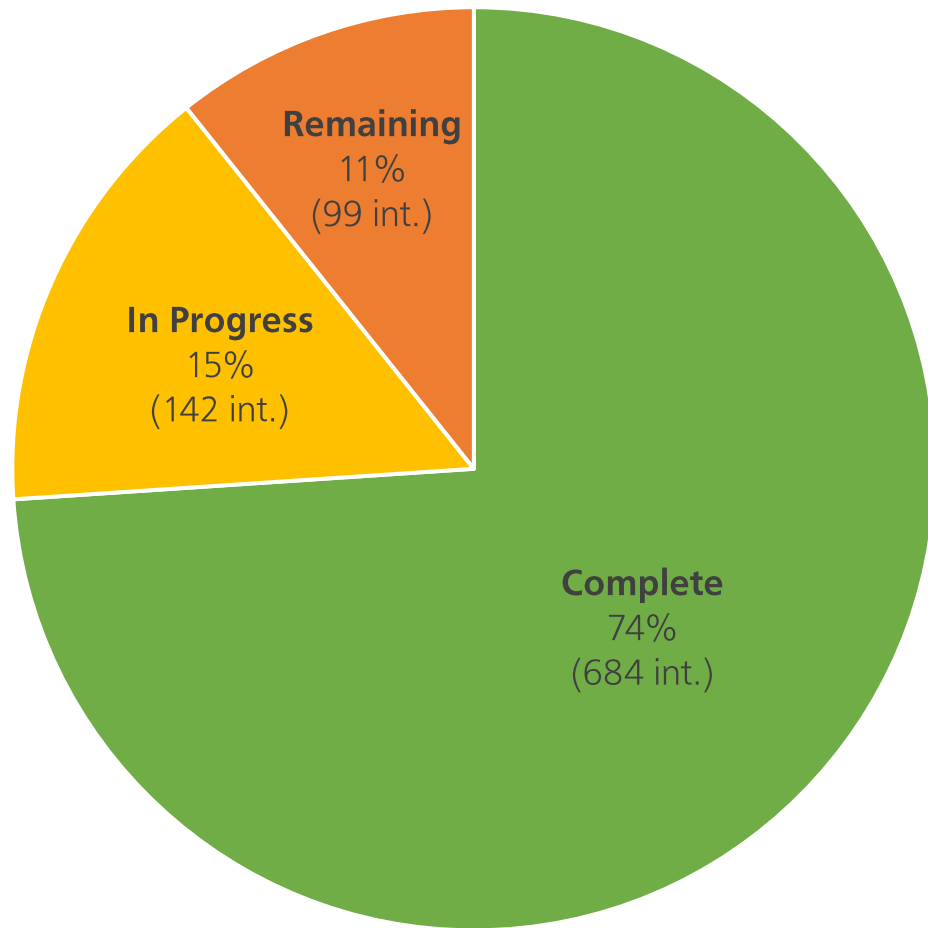
*Turn calming*





# QUICK-BUILD TOOLKIT PROJECT

Progress through 12/4/2024



## CURRENT PROJECTS

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	<b>Lake Merced Blvd.</b>	Jul 2021 – Jan 2023	Sep 2023 – Winter 2024	Under Construction
2	<b>Sloat Blvd.</b>	Sep 2022 – Jul 2023	Fall 2024	Coastal Commission Permitting
3	<b>Oak St.</b>	Aug 2023 – Fall 2024	Early 2025	Target MTA Board in early 2025
4	<b>Beach St.</b>	Oct 2023 – Fall 2024	Spring 2025	SFMTA Board Meeting in Dec
5	<b>Alemanly Blvd.</b>	Jan 2024 – Fall 2024	Late 2024 / Early 2025	Public Hearing in Dec
6	<b>Cesar Chavez St.</b>	Jan 2024 – Fall 2024	2025	Planning/design in progress
7	<b>Sutter St.</b>	Aug 2023 – Winter 2024	2025	Planning/design in progress
8	<b>Larkin St.</b>	April 2024 – Fall 2024	Following repaving in 2025	Target MTA Board in early 2025
9	<b>Clarendon Ave.</b>	Sep 2023 – Spring 2024	Following repaving in 2025	Public Hearing in early 2025

## NEW PROJECTS (2025)

#	PROJECT	POTENTIAL SCOPE
10	<b>BASIP Quick-Build</b> (Brotherhood Way, Alemany Boulevard, Sagamore Street)	Separated bikeways, pedestrian safety improvements
11	<b>Bayview Quick-Build</b> (Evans Avenue, Hunters Point Boulevard, Innes Avenue)	Traffic calming, pedestrian safety improvements, placemaking
12	<b>Glen Park Quick-Build</b> (Monterey Boulevard, Circular Avenue, Bosworth Street, San Jose Avenue)	Bikeways, signal timing improvements, road diet, pedestrian safety improvements
13	<b>Cesar Chavez Street</b> (Pennsylvania Avenue to Illinois Street)	Separated bikeways, pedestrian safety improvements
14	<b>Mission Bay Boulevard</b> (7th Street to 4th Street)	Separated bikeways, parking and loading reconfiguration
15	<b>Point Lobos Avenue</b> (48th Avenue to Balboa Street)	Roadway and parking reconfiguration

## PROGRAMMATIC EFFORTS IN 2025



Daylighting



Lower Speed Limits



Bikeway Hardening

# SPEED CAMERA UPDATE

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Shannon Hake, SFMTA

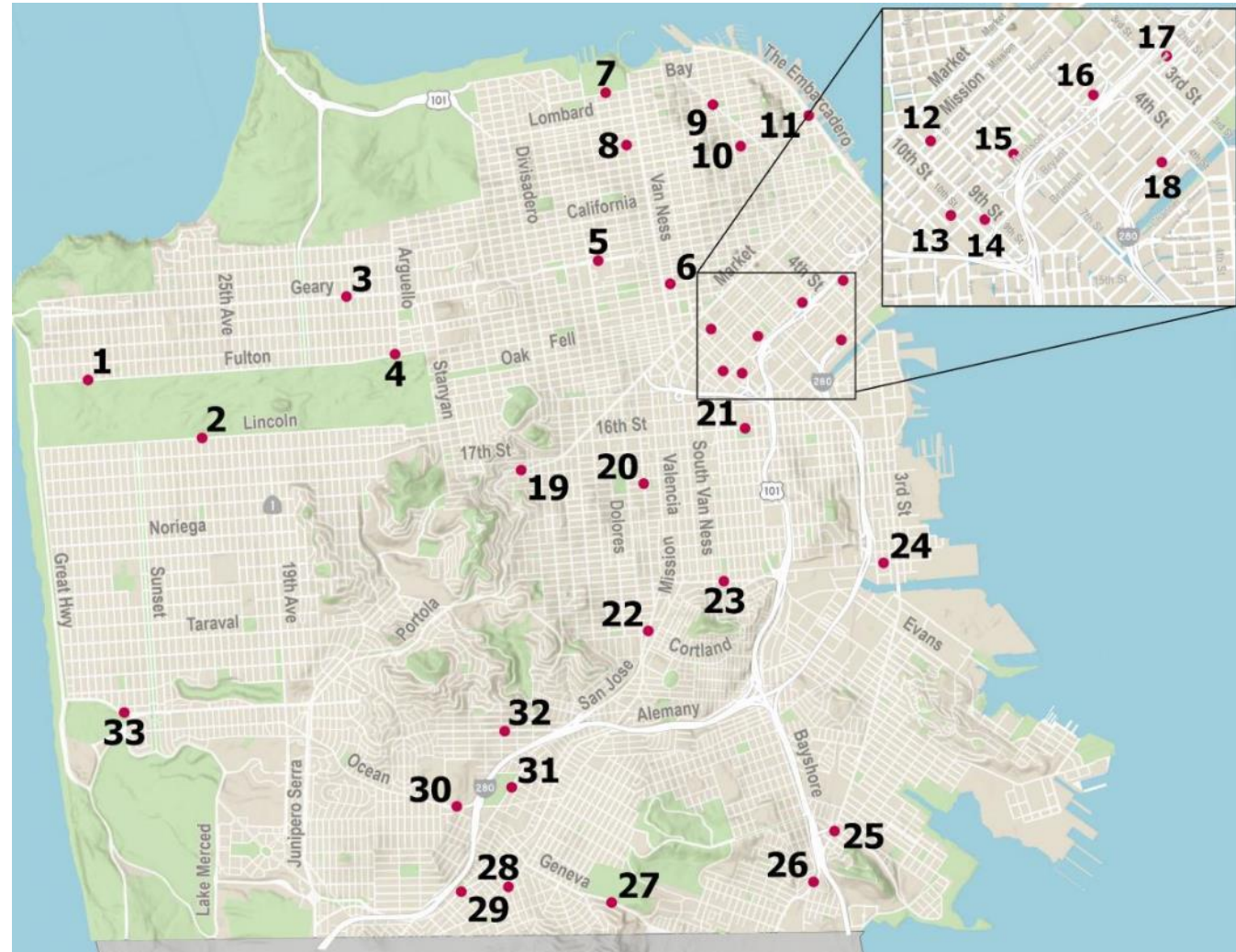
# SPEED SAFETY CAMERAS

**San Francisco will be the first city in California** to install speed cameras under five-year pilot program

Working with **selected camera vendor Verra Mobility** to deploy 33 speed enforcement zones citywide

**Oakland and San Jose** will also deploy speed cameras in 2025, with an upcoming coordinated regional speed campaign

[www.sfmta.com/speedcameras](http://www.sfmta.com/speedcameras)



## COMING UP NEXT

### December

- Detailed Design & Permitting for Cameras
- Plan for Citation Processing

### January

- Public Information Campaign Launches
- Final "Before" Speed Data Collected

### February

- Install "Photo Enforced" Warning Signs
- Camera Calibration & Testing

### March

- Camera Operations Begin
- First 60 Days: No-Fee Warning Notices

## PUBLIC INFORMATION CAMPAIGN

### Out of Home Ads

- January - February
- Billboards, bus tails, bus shelters

### Digital Ads

- January - March
- Phones & computers

### Multilingual Ads

- January - April
- Newspaper & radio



**HEY SAN FRANCISCO,  
SPEED CAMERAS ARE COMING  
MARCH 2025**



# CITYWIDE STREET SAFETY POLICY

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Shannon Hake

## SCOPE & TIMELINE



### Confirm Existing Work

Apr – May 2024

- MTAB budget adoption
- Confirm existing work post-2024



### Engagement

Jun – Aug 2024

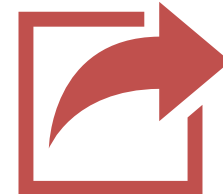
- Peer city interviews
- Survey – 700 responses
- More than 50 meetings to gather input



### Consolidate Input

Sep – Oct 2024

- Analyze and share input received
- Share progress
- Hold focus group



### Develop Framework

Nov – Dec 2024

- Determine policy format and strategic goals
- Plan for dashboards and reporting



### Approve Policy

Jan – Mar 2025

- Brief newly elected leaders
- Secure interagency cooperation
- Adopt policy

# Regional Transportation Revenue Measure Update

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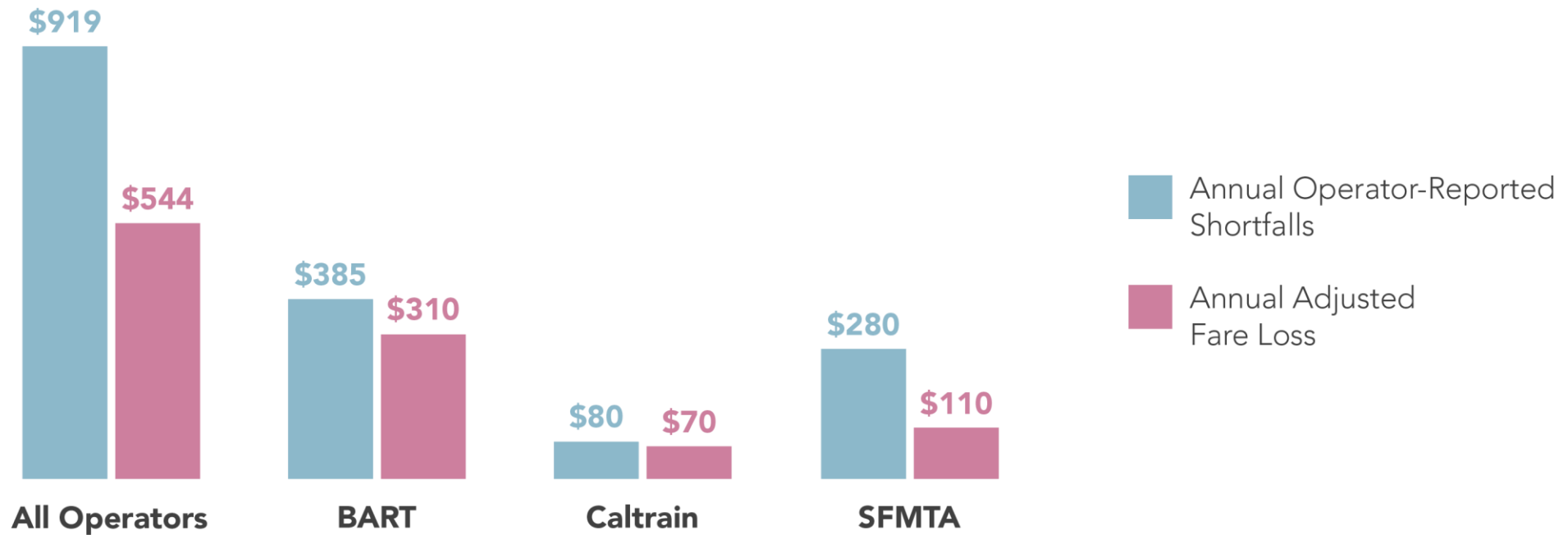


San Francisco  
County Transportation  
Authority

Board — Agenda Item 10  
December 17, 2024

# Regional Transportation Measure Recap

## Estimated Annual Operating Shortfalls by Agency FY26-27



Source: Metropolitan Transportation Commission (MTC) December 9, 2024 Special Commission Meeting Item 6b

# Regional Transportation Measure Recap: Oct 21

## MTC Select Committee held their final meeting

- Received presentations from MTC staff on four revenue measure frameworks and from SFMTA on a framework developed in partnership with operators
- Select Committee approved two motions with recommendations for consideration by the MTC Commission
  - Motion 1: Revenue Measure Framework Provisions
  - Motion 2: Policy Provisions for Enabling Legislation

# Regional Transportation Measure Recap: Dec 9

## MTC Commission acted on Select Committee motions

1. Approved Select Committee policy provisions
2. Endorsed two scenarios for polling, inclusive of potential language for a variable rate tax
3. Return in February 2025 with polling results and considerations for enabling legislation

DRAFT Final Report on the Metropolitan Transportation Commission’s Transportation Revenue Measure Select Committee

December 2024

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# Select Committee Policy Provisions

- Enabling legislation should include new accountability provisions
- Operators should be required to report on and comply with policies/programs related to Transit Transformation developed through the Regional Network Management framework to be eligible for funds
- Transit consolidation should be studied outside of a measure
- Enabling legislation should authorize a citizen initiative

## Select Committee on Bay Area Transportation Revenue Measure

October 21, 2024

### Agenda Item 4c

I move that the Select Committee adopt the following recommendation to the Commission related to policy provisions in enabling legislation for a transportation revenue measure:

- Enabling legislation should include new accountability provisions to provide greater oversight of transit agency financial information.
- It should also provide that to be eligible for funding from measure, operators should be required to report on and comply with policies and programs related to Transit Transformation that would be developed through the Regional Network Management framework.
- The Commission should also consider that transit consolidation is worthy of further study but should be pursued separate from enabling legislation for a transportation revenue measure.
- A citizen initiative should be authorized as part of the enabling legislation.

The motion was approved unanimously.

# Scenarios Endorsed for Polling

	SCENARIO 1A	HYBRID SCENARIO*
Term	10 years	30 years
Tax Rate	½ cent sales tax	½ cent sales + \$0.09/bsf parcel tax
Revenue Generation	\$562 million per year	\$861 million - \$1.5 billion per year
Participating Counties	Alameda, Contra Costa, San Francisco, San Mateo	Alameda, Contra Costa, San Francisco, San Mateo
Opt-In Counties	Santa Clara	All other counties
Transit Transformation	10% of revenues	10% of revenues
Transit Operating Shortfalls	90% of revenues	90% of revenues initially
Funding Target	Adjusted fare losses	Operator-reported shortfalls

\*Per MTC, the Hybrid Scenario would only move forward if Santa Clara opts in



# Hybrid Scenario

## Funding Distribution

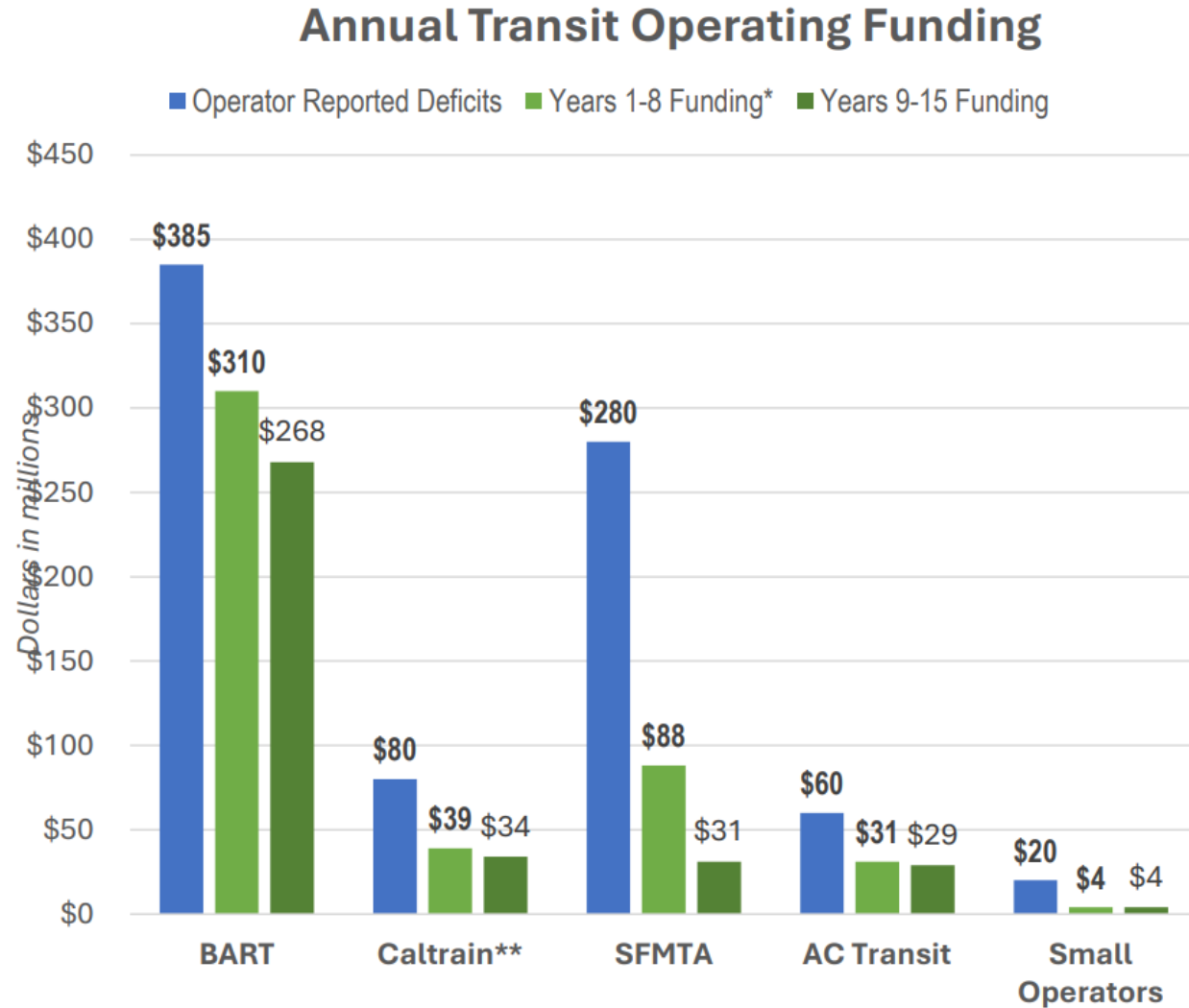


Figure 3: Annual Operating Funds in Scenario 1.

\*Years 1-8 funding is sufficient to meet the targeted Adjusted Fare Loss shortfall except for SFMTA

\*\*Caltrain would receive \$67 million in years 1-8 but Santa Clara's contribution is not reflected in these totals.

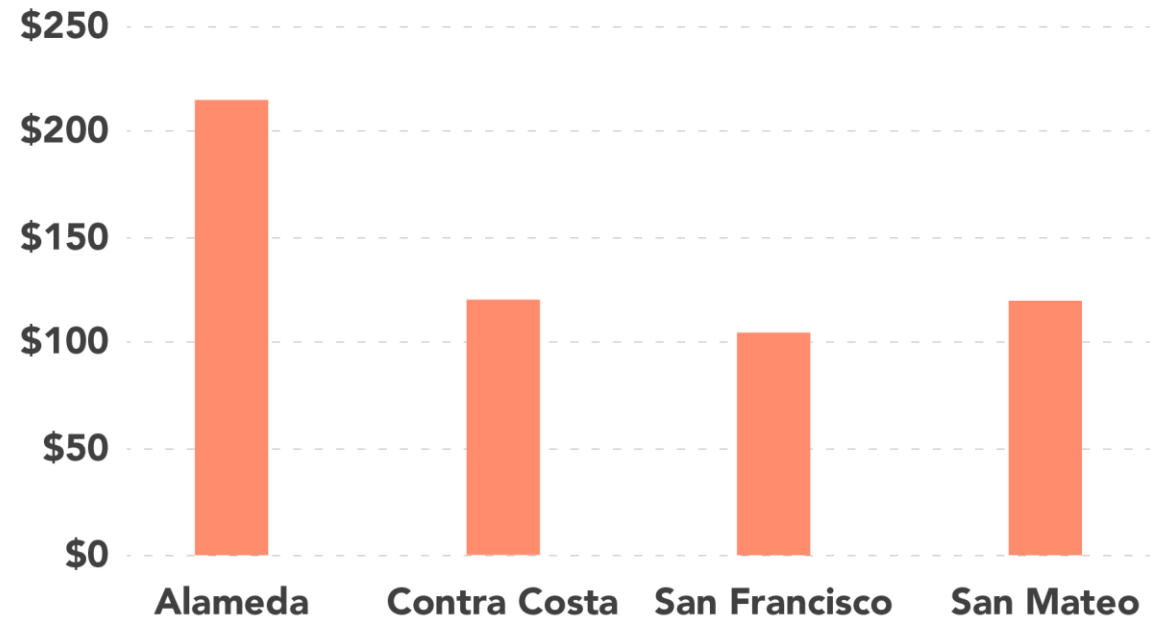
Source: MTC November 8, 2024 Joint MTC ABAG Legislation Committee Item 3a



# Variable Rate Mechanism

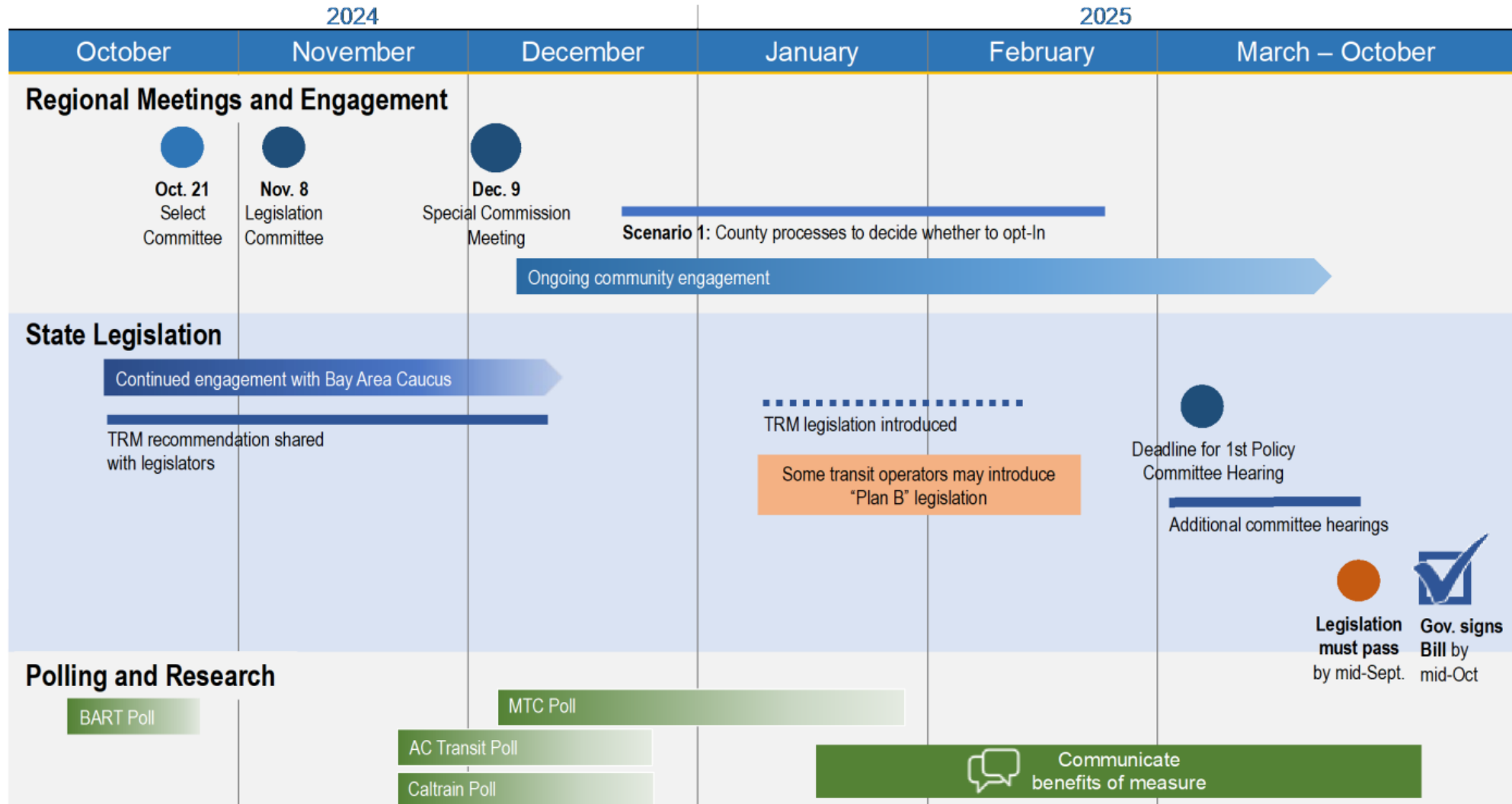
- Would allow a higher rate for San Francisco commensurate with great transit needs and could help address return to source concerns from other counties
- Challenges:
  - Higher likelihood of legal challenges
  - Voter perception
  - Ballot description length

**Estimated Annual Revenues By County**  
**1/2 Cent Sales Tax**



Source: MTC November 8, 2024 Joint MTC ABAG Legislation Committee Item 3a

# Schedule



Source: MTC December 9, 2024 Special Commission Meeting Item 6b

# Parallel Efforts for New Revenues

## BART

- Conducted polling in October on sales/parcel taxes in 5-county service area
- May seek legislation in early 2025

## Caltrain

- Expected to poll on sales tax and parcel tax in 3-county service area
- May poll and seek legislation in early 2025

## SFMTA

- Convening the Muni Funding Working Group to identify new revenue opportunities, expected to wrap up in early 2025

# SFCTA's Role in Regional Measure

- Participated in MTC's Executive Group in support of the Select Committee
- Continued participation in SFMTA's Muni Funding Working Group
- Continued support of Commissioners in discussions at other boards including Caltrain
- Continued advising Senator Wiener and legislators and discussions with MTC, County Transportation Authorities, operators, and stakeholders on developing regional, subregional and local solutions

# Thank you.

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County Transportation  
Authority



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