



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, January 24, 2017; 11:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy, Tang and Yee

Clerk: Steve Stamos

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1. Roll Call | |
| 2. Chair's Report – INFORMATION | |
| 3. Executive Director's Report – INFORMATION | |
| In lieu of the Executive Director's Report this month, the Executive Director will present the Annual Report during Item 11. | |
| 4. Approve the Minutes of the January 5, 2017 Meeting – ACTION* | 3 |
| 5. Election of Chair and Vice Chair for 2017 – ACTION | |
| Items from the Plans and Programs Committee | |
| 6. Allocate \$6,774,400 in Prop K Funds, with Conditions, for the Downtown Rail Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION* | 19 |
| 7. Allocate \$653,101 in Prop K Funds, with Conditions, to the Bay Area Rapid Transit District for the Balboa Park Station Eastside Connections – Additional Scope Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION* | 55 |
| Items for Direct Board Consideration | |
| 8. Approve a Resolution in Support of Assembly Bill 87 (Ting) to Curb Illegal Self-Driving Cars – ACTION* | 83 |
| At the January 5 Special Board meeting, Chair Peskin introduced the attached resolution in support of Assembly Bill 87 (Ting) to curb illegal self-driving cars. | |
| 9. Adopt the 2016 Annual Report – ACTION* | 93 |
| The Transportation Authority's enabling legislation requires the preparation and adoption of an Annual Report by January of each year "on the progress to achieve the objectives of completion of the projects in the adopted county transportation expenditure plan" (Section 131303 of the California Public Utilities Code). Adoption of the Annual Report also ensures compliance with the annual reporting requirements in Section 2(d) of the | |

Board Meeting Agenda

Transportation Authority's Administrative Code.

Other Items**10. Introduction of New Items – INFORMATION**

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

11. Public Comment**12. Adjournment***** Additional materials**

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Thursday, January 5, 2017 Special Meeting

1. Roll Call

Chair Peskin called the meeting to order at 2:07 p.m.

Present at Roll Call: Commissioners Avalos, Breed, Campos, Cohen, Peskin, Tang and Yee (7)

Absent at Roll Call: Commissioners Mar (entered during Item 2), Farrell and Kim (entered during Item 3) (3)

2. Approve the Minutes of the December 13, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Mar, Peskin, Tang and Yee (8)

Absent: Commissioners Farrell and Kim (2)

Items for Direct Board Consideration

3. Commit to Fund Up to \$50 Million in Additional State Regional Improvement Program Funds to the Peninsula Corridor Electrification Project, Beyond the Adopted Budget, for Potential Cost Over-Runs or a Shortfall of Revenues, to Support and Ensure Execution of a Full Funding Grant Agreement with the Federal Transit Administration – ACTION

Maria Lombardo, Chief Deputy Director, introduced the item and Michael Burns, Caltrain Modernization Executive Officer at Caltrain, who presented the item.

Chair Peskin noted that there would be a new presidential administration on January 20th and asked if the resolution was approved as planned by the various Boards that day and by the Metropolitan Transportation Commission on January 11th, if the Full Funding Grant Agreement (FFGA) could be entered into prior to January 20th. Ms. Lombardo responded that nothing is really certain with the FFGA approval until it is actually signed. She noted that as of that morning, there were assurances from the Federal Transit Administration that as the FFGA would be entered into in time [for Caltrain to issue the full notice to proceed to the contractor], but that Mr. Burns would have better information in the FFGA status.

Chair Peskin asked if the Caltrain segment between San Jose and Gilroy stations would remain diesel. Mr. Burns confirmed that the segment from the Tamien Station in San Jose to the Gilroy Station would remain diesel as part of the project, and noted that there were currently three trains each morning and night that served Gilroy.

Chair Peskin asked that in the event that there was not full funding, how would that work with the contractor, and whether there would be minimum exit fees. Mr. Burns replied that it was not currently defined but there would be a negotiation process with the contractor. He said there was authority to terminate for convenience, though there would be a cost associated with that.

Chair Peskin asked if the FFGA was entered into by or before January 30th and the 30-day Congressional review went as planned, was it still subject to appropriation by Congress? Mr. Burns confirmed that it would be an annual appropriation, and said that there was \$72 million in prior year appropriations that would be available once the FFGA was entered into, and that it was included in President Obama's proposed budget for the current year at \$100 million. He added that the plan in the FFGA was for \$100 million per year. Chair Peskin asked if that worked with the project schedule, which Mr. Burns confirmed.

Chair Peskin asked is there would need to be side tracks in order for high-speed rail trains to bypass Caltrain trains. Mr. Burns replied that the high-speed rail project was currently going through the environmental process, and as part of that would be determining what improvements would need to be made in order for high-speed rail to operate with Caltrain on the right of way. He said it could include additional side tracks but that it was not yet determined and would be the California High-Speed Rail Authority's responsibility to fund the improvements.

Chair Peskin noted that Mr. Burns had been associated with three of the four involved agencies and asked about the status of the project delivery and who was overseeing it. Mr. Burns replied that he was responsible for the project overall and but that Dave Couch was responsible for project delivery and had extensive experience delivering rail transit projects throughout his career. He said that Elizabeth Scanlon was managing the planning and environmental review, and had extensive experience in those aspects of project delivery. He added that there was a team of consultants providing technical assistance, in addition to other consultants providing oversight.

Chair Peskin asked for clarification that the item was a commitment by the Board to provide future State Transportation Improvement Program (STIP) funds or other resources as they become available, should the contingency to the contingency become necessary, which Mr. Burns confirmed.

Commissioner Yee asked how the \$50 million amount was decided and what the formula was to calculate San Francisco's share. Mr. Burns replied that the Joint Powers Board agreement that was still in existence among San Francisco, San Mateo and Santa Clara counties was for the counties to share one-third of the capital costs. He noted that for this resolution the Metropolitan Transportation Commission agreed to participate which reduced the share to one-fourth for each party. He said for the electrification project the local counties shared costs following the one-third formula.

Chair Yee noted that the mileage of track was disproportionate for the three counties and asked how the one-third cost sharing was determined. Mr. Burns agreed that the mileage of track was disproportionate between the counties but said the formula was determined in order for the project to cover the entire system. He said there was another formula in a separate agreement that divided operating costs based on number of train boardings, and noted that San Francisco contributed significantly less to operating costs than San Mateo and Santa Clara counties based on that.

Chair Peskin asked what the total ridership from San Francisco was per day. Mr. Burns replied that there was 63,000 boardings in San Francisco per day which would equate to approximately

33,000 each way. Chair Peskin asked how many of the passengers disembarked in San Francisco. Mr. Burns replied that the last time he checked it was near a 50% split between travel going north and south along the Caltrain corridor, but that he could provide the exact figures after the meeting.

Ms. Lombardo said that an amended resolution was distributed to the Board that contained minor changes. She said the primary change was adding the language 'or other available sources' to the action, in order to recognize that should the funds be needed the Transportation Authority would need to look at other sources in addition to the STIP funds to ensure that funds would be readily available. She said another change that was worth noting was the addition of a whereas and resolved to the resolution that stated that if the funds were needed, the Transportation Authority would work with the City and County of San Francisco (CCSF) to seek the other sources. She said this change was requested by the Santa Clara Valley Transportation Authority since the CCSF was actually a member of the Joint Powers Board and not the Transportation Authority.

Commissioner Cohen moved to amend the item per the distributed amendments, seconded by Commissioner Mar. She said the resolution was a commitment by San Francisco that it was committed to seeing the project through completion and that she supported the proposed amendments.

During public comment, Peter Straus commented that he was representing the San Francisco Transit Riders and the Friends of the Downtown Rail Extension (DTX), and that both organizations strongly supported the item and supported the DTX as the city's next major rail project following the completion of the Central Subway. He said that electrification of Caltrain was essential for Caltrain as well as essential for the DTX, and that he appreciated the oversight protocols that were put in place to protect the financial interests of San Francisco.

Dr. Nancy Jewel Cross commented that she represented the Clean Air Regional Transport System which was comprised of regional and interregional transport developers. She said they were the developers for the extension of Muni Metro to connect Caltrain and BART and that had advocated the California Transportation Commission for that project. She said the organization support connecting rail lines and minimizing car trips, which could be achieved by prioritizing connecting rail systems rather than extending them. She said traffic through San Francisco could be mitigated or reduced by having a light-rail line across the Dumbarton Bridge between Union City and Palo Alto and that they had measured support for the project from thousands of people on the Peninsula.

Roland LeBrun commented that he found serious issues with the electrification project and questioned how \$2.2 billion was being spent but the new trains were losing 200 seats per train. He said the Caltrain corridor was not ready for electrification and noted that in the Bayshore area the stations and tracks would be moved 150 feet to the east. He said in terms of funding, there was a court ruling in April that said if the electrification project only went to the 4th and King Station and not the Transbay Transit Center (TTC) then it would not be eligible for Prop 1A bonds and that since the ruling was not appealed the corresponding \$600 million in funding should be removed from the budget. He requested that the Board amend the item by adding a condition for the \$647 million in the FFGA that if the FFGA was not entered into the city would not be liable for the \$50 million, as well as a condition that the Board evaluate the Caltrain administration.

Thea Selby, Chair of the San Francisco Transit Riders, said that the organization supported the

item and believed it was critical for the electrification project. She said she also represented the Friends of the DTX and that the organization believed it was critical to extend Caltrain from the 4th and King Station to the TTC. She said both organizations would commit to bringing together a revenue package for the DTX and other projects for the 2018 ballot, commenting that the city was not organized enough and did not think big enough on the 2016 revenue package. She added that the San Francisco Transit Riders were also in support of Item 4.

Chair Peskin commented regarding Mr. LeBrun's comment that if the FFGA was not entered into, he did not believe the city would be in jeopardy of committing the \$50 million, which would only be needed if there were cost overruns above the \$316 million contingency on top of the \$2 billion budget. He said he was on the Board for the cost overruns for the TTC and appreciated oversight protocols that were in place for the electrification project.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang and Yee (10)

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

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang and Yee (10)

4. **Certify the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project; Adopt the California Environmental Quality Act Findings including a Statement of Overriding Considerations; Adopt the Mitigation, Monitoring, and Reporting Program; Approve the Hybrid Alternative as the Geary Corridor Bus Rapid Transit Project; and Select the Hybrid Alternative as the Locally Preferred Alternative – ACTION**

Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Peskin asked for confirmation that making the Laguna Street stop a rapid stop would not require additional or supplemental environmental review. Mr. Dentel-Post replied that was correct and that staff had completed environmental documentation for both options. He said that the local stop option was documented in the Environmental Impact Report (EIR) but additional analysis was also completed on the rapid stop option and that it was found to have no additional or worsened environmental impacts and therefore no mitigation measures would need to be added.

Chair Peskin asked if that was also true for the Webster Street bridge. Mr. Dentel-Post replied that was correct, as it was incorporated in the Final EIR and no additional environmental impacts were found. Chair Peskin asked if that was also true for making the Collins Street stop a local only stop. Mr. Dentel-Post replied that was correct and that staff had analyzed keeping the Collins Street stop a local only in its existing configuration and it was found to have no additional environmental impacts and therefore no mitigation measures would need to be added. He added that staff had prepared an amended resolution that included both the Laguna Street rapid stop and Collins Street local stop that the Board could approve.

Chair Peskin asked whether further analysis of the bus lane transition at 27th Avenue would be conducted prior to National Environmental Policy Act (NEPA) completion and federal action, should the Board approve the item. Mr. Dentel-Post confirmed that was the plan, and said that

if a project change were made then staff would need to complete additional California Environmental Quality Act (CEQA) documentation likely in the form of an addendum and also incorporate the additional analysis into the federal Environmental Impact Statement (EIS).

Chair Peskin commented that the project touched four Supervisorial districts and was a massive cross-city undertaking. He thanked the members of the Geary Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC) for their involvement with the project over many years, and in particular Alex Post, who Chaired the previous night's meeting. He noted that former District 1 Supervisor Jake McGoldrick was in attendance in the audience along with San Francisco Municipal Transportation Agency (SFMTA) Board Member Cheryl Brinkman. He invited Mr. Post, Mr. McGoldrick and Ms. Brinkman to speak following Commissioner discussion. He said that because of the controversial aspects of the project that were mentioned during Mr. Dentel-Post's presentation he would propose starting public comment with a few members of the public who led opposition to the project, while the rest of the comment cards would be called in the order they were received.

Commissioner Mar said the item before the Board was a long time coming and thanked Transportation Authority and SFMTA staff for their hard work on the project. He noted that staff received over 300 comments on the Draft EIR and had organized over 60 community meetings over the prior year. He said it was important that the Laguna Street stop be amended to increase the safety for the large senior citizen and disabled community in that area. He thanked the GCAC for its hard work, and particularly Joanna Fong who served on the GCAC since 2008. He noted that Mr. McGoldrick left office in early 2009 and passed on a lot of information and knowledge regarding the project, and that he was doing the same with incoming Supervisor Sandy Fewer and her staff. He said she recognized that many other project decisions would come before the Board of Supervisors in 2017, such as concerns around 27th Avenue. Commissioner Mar said the project team had been sensitive to community input and small businesses along the corridor, which exemplified the extent of community outreach conducted. He noted that he previously traveled to Mexico City to tour the city's BRT system and it demonstrated how important dedicated bus lanes were. He said the Richmond District would see a 30% reduction in travel time on the bus from Palm Avenue to near Presidio Middle School. He said the rest of the corridor would also benefit significantly from speedier buses as well as reduced wait times, and that there could either be a local or a rapid bus every two to four minutes. He also thanked Walk San Francisco, the San Francisco Transit Riders, and the Richmond District Democratic Club for their long-term support of the project. He said San Francisco was a transit-first city and deserved faster, more reliable, and safer transit along the six plus mile Geary corridor.

Commissioner Breed commented that she was excited to see the project move forward, as Geary was one of the most traveled transit lines in the country. She said it was important to move forward with the item in a timely manner and that no matter what project it is, it was impossible to satisfy everyone stakeholder. She said she appreciated the involvement of the many volunteers who provided input and advocated for changes to the project, specifically the GCAC members and residents of District 5 who pushed to preserve the Webster Street bridge for safety reasons. She said it was the right decision to keep the bridge but she did not believe the right decision was made on the Laguna Street stop and that it should be a rapid stop. She said there was a large senior and disabled population in that area and that it was not fair to take away the rapid stop as it was not close to any more intersections. Commissioner Breed said the city needed to be more considerate when making changes to transit service as while transit should speed up it should

not leave one of the city's most vulnerable populations, senior citizens, behind. She said it was important to move forward with the project as it would provide a variety of safety and infrastructure improvements and that the outgoing Commissioners had been heavily engaged in transit issues. Commissioner Breed moved to amend the item to change the Laguna Street stop to a rapid stop per the distributed amendments, seconded by Commissioner Farrell.

Chair Peskin noted that Geary BRT would also touch District 2 at Jordan Park.

Commissioner Farrell commented that as the city made improvements to Muni service throughout the city, it needed to make sure that efficiency and speed did not come at the expense of the city's senior population. He said public transit needed to be a viable alternative for seniors, and that including the Laguna Street stop as a rapid stop would be an improvement in that direction and he was supportive of it. He said from a project perspective, the city needed to do everything possible to make the public transportation system more efficient, as the increased population was making the city's streets more congested than ever. He said getting people out of single-occupancy vehicles and into public transportation or walking and biking was a step in the right direction for the future of the city. He said in the future he hoped the Geary BRT would be a secondary form of transportation on Geary, and that ultimately a subway system would make the greatest difference and was what the city needed to focus on.

Commissioner Mar said in addition to Commissioner Breed's amendment he would propose to preserve the Collins Street stop as a local-only stop in order to be sensitive to the significant senior and disabled community in that area. Commissioner Mar moved to amend the item to preserve the Collins Street stop as a local-only stop per the distributed amendments, seconded by Commissioner Breed.

During public comment, Alex Post stated that he had presided over the 33rd and final meeting of Geary CAC BRT and noted that the GCAC was formed in 2008 and that one member, Joanna Fong, had served the entire period. He said the purpose of the GCAC was to represent the public through specific neighborhood and at-large seats, and that it provided another outlet for the public to engage the Transportation Authority during its environmental analysis. He said he was impressed by staff outreach to the public and their engagement with the GCAC, and said they had a difficult balancing task of planning a robust BRT system with community concerns over specific aspects of the project. He noted that sufficient modifications to the BRT project would no longer make it a rapid system. Mr. Post said ultimately the public input made the project stronger, and cited pedestrian safety features as an example. He said the night prior to the GCAC discussed the Final EIR and the hybrid alternative and that many residents of Japantown attended and expressed their support for the project in theory but were not pleased with the Laguna Street stop being converted to a local only stop. He said the GCAC voted on two motions, the first being to approve the Final EIR, which passed with overwhelming support, and the second being an amendment to retain a rapid stop at Laguna Street, which also passed.

Jake McGoldrick commented that he served eight years on the Board, from 2001-2009, six of which he served as the Board Chair. He thanked staff and the Board for their many years of work on the project and noted that the project had gone on for a decade and that it was time for it to be approved. He noted that there would be expected tweaks to the project, but that he was confident that the details had been attended to and noted the various environmental benefits the project would provide.

Robert Starzel commented that the Supervisorial candidates for District 1 received over 80% of the vote after expressing doubts over the proposed hybrid alternative. He said that voters did not

want a hybrid system and requested that the Board delay the vote until incoming Commissioner Fewer was sworn in. He noted that the Final EIR was released on December 9 and questioned whether the Board had sufficient time to review the 1,065 pages in the EIR, in addition to the 870 pages of responses to comments and 83 pages of meeting materials, during its winter recess. He said the Board's action would be against the political will of the voters and that without sufficient time to review the materials the Board would not be exercising independent judgement.

David Heller questioned why the vote was being rushed since three new Commissioners would be sworn in the following week and would not be able to provide input. He said as president of the Geary Boulevard Merchants Association he represented 1,415 merchants who felt differently about the project than the Board. He noted that similar construction projects around the city had hurt local businesses and requested a 30-day extension of the hearing for additional input from the community. He added that left-hand turns on Van Ness Avenue were recently eliminated but that there was no outreach to merchants.

Cheryl Brinkman commented that she was a member of the SFMTA Board but was speaking as a private citizen. She said she rode the 38-line regularly and that the BRT project would provide improved service along that route. She said over 500,000 riders would benefit from the proposed improvements, with up to 20 minutes in round-trip travel time savings, which equated to 80 hours a year and 2 weeks over a lifetime. She said that the project would bring increased reliability for buses and riders had already noticed improvements in the bus service and had expressed that through ridership surveys. Ms. Brinkman said that better transit service reduced congestion and competition for parking, which benefited everyone. She asked that the vote not be delayed and that the project represented an affordable and achievable near-term win for the city. She agreed with prior speakers that rail on Geary Boulevard was the preferred future but that it was not feasible in the near-term, and therefore work on a BRT system should continue which would complement a future rail or subway line.

Mary Beth Starzel commented that she was a 22-year resident of the Richmond District and that the timing of the hearing did not provide enough time to review the revised EIR. She said the hybrid alternative offered many of the same features that were already not working on Mission Street, and noted that the red transit only lanes did not reduce transit times and led to side streets being more congested. She said that the prevalence of ride-sharing services, and soon self-driving cars, would reduce the number of bus riders as they did for BART ridership to the local airports. She said the city need to build flexibility and not rigid infrastructure for only buses. She said currently the 38R-line brought people downtown in 21 minutes and that the hybrid service would lead to buses waiting behind one another which would slow down the transit time. She said the organization San Franciscans for Sensible Transit supported all of the proposed improvements except for the red lane median removal, and that \$300 million should not be spent on a system that would be out of date and lead to years of disruption to the community.

David Dippel commented that an underground Muni rail line or subway should have the objective for the project and that a BRT system should have been subordinate to that. He said the EIR failed to address that sections of Geary Boulevard would be closed to traffic for three months at a time for construction which would divert traffic to side street and through neighborhoods. He added that half of the left-hand turns on Geary Boulevard would be eliminated which would lead to the remaining turns to be twice as congested. He said that for the BRT buses to safely move from the curb to a traffic lane would require a change in state law.

Phil Chin thanked Commissioners Mar and Breed for their leadership and for proposing amendments to the item. He urged the Board to approve the amendments regarding the Collins Street and Laguna Street stops and said it was important that senior citizens not be forgotten.

A member of the public complemented the Transportation Authority for its work on the EIR and said she had served on the GCAC for two years. She asked for a postponement of the vote for 30 days so the incoming Commissioner Fewer could provide input. She said the near-term improvements to the Muni service were great but that she was concerned about the \$300 million needed for the larger project. She questioned whether the city could afford that and noted that due to a new presidential administration there may be reductions to the city's federal funding, and said the project funding should not be committed at this point and could instead be used on neighborhood services.

Rose Hillson commented that the Geary BRT project impacted a wider residential area than the Van Ness BRT project, while the Geary BRT only released the Final EIR at this point while the Van Ness BRT had released a joint Final EIR/S at that point. She asked the Board to not certify the locally preferred alternative until the Federal Transit Administration (FTA) published its Final EIS so that it could incorporate changes and unforeseen impacts. She noted that the Final EIR used different measurements for transportation impact analyses, that being Level of Service and Vehicle Miles Traveled. She said the questionable funding sources for the project should be reanalyzed to determine which alternative would be feasible, and that it estimated \$49 million in annual operating costs in addition to capital expenses. She said the center lane that would run through the Richmond area, the Final EIR needed to include fog safety related features and therefore new analysis was needed for the EIR to be complete.

A member of the public commented that he was a retired Muni driver and questioned whether the figures provided by the SFMTA about the travel times were realistic. He said the figures were often based on the most ideal scenario that included the best circumstances and did not account for double-parked trucks, which often blocked the right lane of traffic. She noted that cars were an integral part of the city's transportation system and that not Muni was not always a viable transportation alternative. He reiterated that the models needed to consider all scenarios in order to come up with realistic estimates.

Cynthia Joe commented that she supported the Webster Street pedestrian bridge and the amendment to include the Laguna Street as a rapid stop. She said currently the Geary corridor has the local line and the rapid line and that making the Laguna Street stop local only was an outrage. She said the data for that stop was taken during an evening commute and did not cover the many people at the senior housing facilities.

Michael Murphy commented that he was a 40-year resident of the Inner Richmond and that BRT was a promising idea a decade prior but not anymore. He said the city had achieved remarkable progress in reducing board times since then, and that some of the advantages of BRT systems were already in place such as the low-riding buses and curb extensions, and that further improvements were on the way with new buses and curb alterations. He said the 38R-line proved that traffic conditions allowed for a faster bus route with six-block intervals, and that more progress could be achieved through an effective traffic light priority system. He said that opponents to the project were not advocating to not build anything and instead wanted successful improvements such as pedestrian safety features, lighting, and landscaping. He said the community wanted to avoid traffic congestion and not misplace public funds on a center lane that would disrupt the neighborhoods.

Eva Lee commented that she was a resident of the Richmond District and questioned whether staff had conducted enough outreach to residents since she had never received a mailer or saw one of the OWL machines. She questioned whether the BRT system was worth spending \$300 million on and said there were significant improvements that could be made at far less cost. She also noted that the elderly would have difficulty boarding the rapid bus system and that many merchants along the corridor could not attend this meeting and requested additional time for community input.

Dave Hertz commented that he was a longtime resident of the Richmond District and disagreed with the project but commended Commissioner Mar for his ongoing support of it. He said the \$300 million could instead be spent on more productive projects for the community instead of on a project that would disrupt large segments of the corridor. He said that he had attended several of the public outreach meetings and said that not everyone was able to speak or voice their opinion. He requested that the Board delay the vote in order to avoid a lawsuit which would cost more time and money, and said that core of the project was viable but the rest needed to be overhauled.

A member of the public commented that he owned a small business on Geary Boulevard and noted that many of his customers drove to shop there, especially the elderly and disabled. He said the red transit-only lanes had been a disaster in other parts of the city, particularly in the Mission District, and that small businesses in that area lost up to 40% of their customers. He said the coalitions supporting the Geary BRT project were not representative of the general public. He questioned whether the SFMTA intentionally disrupted traffic on Geary Boulevard in recent months to enhance the travel time savings for the project. He said the BRT project was a solution to a non-problem and that the transit-only lanes would make it more difficult for the average driver to navigate the city streets.

Suzanne Smith commented that she was President of the Sequoias Resident Association on Geary Boulevard and that she supported the proposed amendment to retain the rapid stop at Laguna Street. She noted that Cathedral Hill had the greatest density of senior citizens in the city and that she appreciated Commissioner Breed's understanding of senior citizen issue. She asked the Board to approve the item with the amendments.

Anne Farrar thanked the Board for considering the proposed amendment for the Laguna Street stop.

Henry Karnilowicz commented that he was President of the San Francisco Council of District Merchants Association and noted that Geary was an expressway and not a true boulevard. He said the rapid line moved from people downtown to their destinations as fast as possible and that bus stops and parking spots removed would negatively affect the businesses along the corridor. He asked for a 30-day extension of the hearing and added that the Final EIR did not consider the impact to small businesses.

Corey Urban commented that he owned the Shell gas station on Geary Boulevard questioned the travel time benefits from the BRT project, particularly the savings of up to 20 minutes round trip during commute hours. He said that what was being advertised to commuters along the corridor was an average transit savings of 20 minutes, and asked if this was a mistake since it would not be an average for each commuter. She said the EIR showed that the travel time for one segment along the corridor would be 44 minutes and 45 seconds after the BRT system was built, but that currently that same segment only took between 42-46 minutes during various peak commute hours according to SFMTA's website. He said the average interval for buses was every

31, 32 and 34 minutes, and said the project would not be able to reduce that travel time by 30%. He added that Commissioner Mar said the BRT system would have a bus running every four minutes, but that interval was already in place during peak commute hours.

Steve Nakajo commented that he was the Executive Director of the Komochi Senior Center in Japantown which advocated for seniors and the Japanese-American community. He said that Geary Boulevard used to be an expressway which allowed people to travel quickly from the Richmond District to downtown, but that it passed under both the African-American community in the Fillmore area and the Japanese community in Japantown. He said the elimination of the 38R-line stop at Laguna Street was another example of disrespect for the Japanese community and that he appreciated the proposed amendment for Laguna Street.

Sandy Mori commented that she had advocated for senior citizens for over 45 years and support the amendment to include the Laguna Street as a rapid stop. She said she had emailed statistics to the Board showing the demographics around the Laguna Street stop which had the second highest population of people aged 60 and over, while the city's population was 25% aged 60 and over. She said she was very supportive of keeping the rapid stop at Laguna Street as it was a gateway to Japantown and supported the area's economic development and tourism industry. She noted that San Francisco's Japantown was only one of three remaining in the country.

Paul Epstein commented that he had served on two prior advisory committees for major transportation projects in the city and so he was familiar with the process. He complained that only half of the Board was present during public comment and was not listening to the public. He said when BRT was first proposed it was a good idea but that improvements to Muni service in recent years had already accomplished what BRT was setting out to do, as a result of Clipper Cards, low-entry buses and dual boarding. He questioned whether the proposed travel time savings was overstated and noted that it would likely be slower because the rapid buses would be stuck behind the local buses in the center lane.

Lorraine Petty commented that she lived on Laguna Street in a low-income senior complex and that she rode the 38-line bus every day. She said the Laguna Street stop was a maximum load point and that by the time the buses got to that stop there were already full and usually did not stop, so it was impossible to accurately count the ridership. She also said that travel time would not be lost by keeping the Laguna Street stop on the rapid line because there was a long traffic light there which buses got stuck at which allowed for ample boarding time.

Glenn Urban commented that he co-owned the Shell gas station on Geary Boulevard and questioned why only half of the Board was present and whether they could still take action. He said the SFMTA was using travel times from 2012 for the EIR and said that if they used travel times from 2015 they would account for the improved travel times. He said the FTA may notice this which could affect the project's federal funding.

Larry Costello commented that he was president of the Jordan Park Improvement Association which was opposed to the hybrid alternative as it was currently proposed. He said it was an expensive project with little transit benefits, and would be highly disruptive to neighborhoods and businesses along Geary, particularly those of west of Masonic Avenue. He said there needed to be greater input from neighborhood and merchant groups regarding that section of the project, and that the Jordan Park Improvement Association had not been invited to participate in the planning process or informed about the GCAC meetings. He said in order for the project to be successful neighborhood groups needed to participate and that the vote should be postponed so that incoming Commissioner Fewer had the opportunity to provide input, as it

was a significant project affecting District 1.

Paul Wermer commented that he was chair of the Japantown Task Force Land Use Committee and commended Director Chang and staff for its public outreach and for being responsive to the task force's concerns. He said that keeping the Laguna Street stop on the rapid line was a relief and that during the task force's meetings he did not hear any opposition to the project from Japantown residents.

A member of the public said he was a senior citizen who lived in the Outer Richmond district and questioned why local service should be reduced due to a tradeoff in design. He said the project ignored the increased likelihood of bus riders having to unsafely cross the street to catch a bus, while currently most could board from the curb. He said the travel time analysis ignored the time required for handicap and people with walkers or strollers to board the bus, and that the need for amendments at this stage of the approval process demonstrated lack of public outreach, especially in the Outer Richmond. He said the public did not like that local service was being reduced and requested that the vote be delayed until the new Board members were sworn in.

Peter Straus commented that he was representing the San Francisco Transit Riders and urged the Board to approve the item. He said it was essential that the EIR be approved so that the SFMTA could proceed with the near-term transit improvements, which had been on hold until the completion of this environmental process. He said he could not support the designation of the hybrid as the locally preferred alternative, and instead asked that the Board approve sections one to four of the resolves in the resolution, but remove sections five and six. He said the corridor deserved a high-quality vision BRT, and therefore the recommended alternative could be improved. He said if the city could not afford a subway, then the city must develop a BRT vision for a "subway on the surface", which is not captured by the staff recommended alternative. He said there should be further work to modify the staff recommendation before a locally preferred alternative be designated and the Final EIS approved.

Matt Cleinman commented that he was with the San Francisco Transit Riders and strongly supported the project. He said the Geary bus line was one of the busiest in the country and even busier than some rail lines and therefore any changes to it would affect a lot of people. He noted that there were many people who supported the project that were unable to attend the meeting, and that while the item should be passed, the third alternative should have been designated as the locally preferred alternative. He added that it would not have the hybrid issues on the center lane but would still enable full rapid service throughout the line. He said that this project, along with others currently underway around the city, would link the city's transit network.

A member of the public requested that the hearing be delayed as the release date of the Final EIR did not allow sufficient time for review. He said that given the capital cost of the project the vote should be delayed because there would be lawsuits filed against the city which would be costly. He said that as a resident of the Richmond District he did not receive any notices about the project and that bus service had improved recently.

Julia Raskin commented that she was a community organizer with the San Francisco Bicycle Coalition which had over 10,000 members and whose mission was to promote bicycling as a viable transportation alternative. She said the Geary BRT project would make the city more bicycle-friendly, and that as a high-injury corridor, Geary was a prime location for improvements. She said the project would not only improve bus service but would reduce travel time and safety along the corridor. She said it would serve as an important connection for people traveling in the

area and that reconfiguring the median lane would provide room for a dedicated bike lane/ She urged the Board to approve the item and take an important step towards improving the daily commute of thousands of people.

Mary Ellen White Vondron commented that she was a resident near Laguna Street and asked the Board to keep the rapid stop at Laguna. She said the clean air buses were helpful for people with allergies and asthma and appreciated the low-boarding buses for people with limited mobility.

Brian Haagsman commented that he worked at Walk San Francisco and urged the Board to approve the item. He said that Geary Boulevard was one of the city's high-injury corridors and that the hybrid alternative would significantly improve the safety of walking on Geary. He said design features such as sidewalk extensions, bulb-outs, median refuge islands, pedestrian countdown signals, and new pedestrian crossings would also benefit people walking along the corridor. He said that projects like Geary BRT that redesigned dangerous streets would help the city achieve its Vision Zero goals.

Vitalich Lang commented that for eight years he served as chief of the Bureau of Engineering at San Francisco Public Works and that his staff restored the cable car lines along Market Street and the Embarcadero. He thanked staff on behalf of the Holy Virgin community for extending the weaving section west of 27th Avenue and for the proposed amendment to restore the bus stop at Collins Streets. He said that the project should not exist west of Stanyan Street, because it would only save nine minutes but would eliminate half of the bus stops, and therefore was not cost-effective.

Stephen Taber commented that he was a member of the Citizen Advisory Council and had participated in a number of Geary studies over the years. He said the current project was not the ultimate solution for Geary and that a rail line was needed instead, particularly for the area east of Arguello Boulevard. He said the Draft EIR did not take into account the impact on capital plans, but that the Geary light-rail project was included in the 20-year capital plan. He said if the city were to implement a rail project similar to Muni Metro that was previously recommended years earlier, it would require digging up the Richmond District portion of the BRT line and would cost several hundred million dollars and several years. He said the city should wait until the subway master plan was produced and study how the BRT line would affect a future rail line.

Mari Eliza commented that she was concerned about the homeless crisis in the city and that the funds should instead be spent on addressing that. She said the voters wanted to spend more on addressing homelessness and funding free City College and that this project was not a top priority for the city. She requested an extra 30 days for the public to review and comment on the Final EIR and to give the Board sufficient time to consider the alternatives.

William Shephard commented that he was a daily Muni rider and was impressed with the improvements to Muni service over the last few years, particularly on Geary Boulevard. He said he was concerned that the studies conducted do not accurately capture the amount of travel time saved from Arguello Boulevard to 27th Street, and that it was minimal. He that this was a contentious item and therefore should not be expedited over the holidays and therefore the item should be delayed.

Michael Zanoni commented that he had lived along Geary Boulevard for over 40 years. He said that Geary and Van Ness Avenue had functioned well for many years and questioned why they should be changed now. He said the city needed a long-term strategy and should build subways and surface rail instead of BRT systems. He said underground systems would be more efficient as it would not have to interact with surface traffic. He also said that parking should not be

removed on Geary Boulevard just for a dedicated bike lane and would hurt the local businesses.

Michael Zenonia said that we should have long-term strategy and save the same amount of time by tinkering the existing urban infrastructure, e.g. smart lights, truck loading zones, ridesharing, and traffic enforcement. He stated that he was glad to see BRT on the ground, but he also supported tunnels under Geary corridor which could add more pedestrian bridges, show more respect to Japanese communities by reducing traffic flow on the ground, and help speed the whole process.

Annel Deutscher, a member of the San Francisco Interfaith council, expressed her support for the item and said she appreciated the project team's work to make travel safer in the Geary corridor. She emphasized that the three local cathedrals, First Unitarian Universalist Society, St. Mark's Lutheran Church, and St. Mary's Cathedral, were not only places for worship but also community centers, meeting places, concert halls, and tourist destinations. She said there were many challenges for pedestrian and bus riders traveling to the cathedrals, especially during the construction of the new hospital. She said that staff was very responsive and willing to listen and address the council's concerns, and that project designs for that area were very accommodating.

A member of the public who was a resident of the Western Park Apartments on Laguna Street thanked the Board for keeping the rapid stop at Laguna Street. He commented that two challenges would still need to be addressed however, including buses that were too full to accommodate riders and double-parked vehicles which affected traffic flows.

Connor Makowski commented that he was a resident of Richmond District and that constructing a transit system underground was a better way and the only way. He said that residents of the Richmond District did not want the BRT project because it was a waste of time and resources.

Diana commented that the Board should consider other options and that there were other groups that needed to be considered such as youths. She said that a transportation system should move people in a safe manner without affecting the community and that the transit-only lanes on in the Mission District had hurt the local businesses.

Kevin Stull commented that he was a member of the GCAC and that the Committee had heard from many members of the public who would be affected the project. He said he was supportive of the project moving forward with the two proposed amendments.

Hiroshi Fukuda commented that he was the president of the Richmond Community Association and requested that the item be postponed one month in order to consider an alternative that would cost only \$50 million instead of \$300 million. He said another impact aspect was that only 1.7 of the 6.5 miles would comprise 70% of the project cost. He added that the affordable housing bonus plan would significantly impact merchants.

Nadine May commented that the Board should consider alternatives that were less costly and to postpone the item by one month. She said that boarding buses in the middle of Geary Boulevard was potentially dangerous.

Catherine Carter commented that she was excited to see the project move forward as soon as possible. She said the city needed a better, faster, and more consistent transit system. She urged the Board to find a way to help local businesses during the construction period and highlight the increase in customers they might see once the BRT system is complete. She voiced support for Peter Straus' recommendation to wait on approving the hybrid alternative because she thought there were better alternatives.

Peter Zerzan commented that he was a member of the Richmond District Democratic Club and support the project design. He said that the recommended alternative would serve the diverse needs of transit users along Geary Boulevard. He urged the Board to approve the recommended alternative and to certify the environmental documents. He said the city could no longer afford to delay approval of the project because congestion, safety, and traffic delays on Geary were getting worse.

Angela Paige Miller commented that she was a member of the GCAC and said that residents in the Richmond District strongly supported the project. She said that she had received positive community input through talking with riders, attending community meetings, and talking to her neighbors, and noted that the Go Geary Petition had collected 532 signatures.

Jim Billings asked the Board to delay the vote to consider another option. He suggested going with the \$50 million option first and noted that the Vehicle Miles Traveled estimates were based on 2010-2012 data and did not take into account the 45,000 ride-sharing cars in the city and many other aspects along Geary Boulevard over the past five years. He said he was also concerned with having bus stops in the middle of Geary.

Loins Zamora commented that he supported the project and that transit riders deserved a better transit system.

Peter Gallotta commented that he was a GCAC member and thanked Commissioner Mar for his leadership and advocacy for the project. He said the GCAC strongly supported the project and had supported the amendment to the Laguna Street stop, as they recognized the needs of senior and people with disabilities. He said the GCAC asked for the Board's continued support to ensure the project gets fully funded.

Chris Parkes commented that the project should not get approved because the Final EIR was released before the winter break so that the public would not have sufficient time to review. He noted that there were many competing funding needs.

Bradley Wiedmaier commented that he was a member of the member of Citizens Advisory Committee and said that there was no explanation as to why the current proposal only covered the limited segment if the BRT system would bring so much benefit. He said currently there was a good system of local and rapid buses and that by adding a few extra stops, the BRT system might slow down the service and sacrifice the rapid part. He added that the Geary Boulevard transportation system was not just a corridor but a network.

Chair Peskin thanked everyone who testified during public comment and provided written comments to the Board. He said he recognized that there was a pending transition both locally and nationally, and that the composition of the Board would be changing, but that all of the members of the Board had been involved with the project for several years. He said over the 10 years of the project it had gone through numerous iterations of the Board and he did not believe that the pending composition of the Board would change the outcome of the vote. He said that several members of the public had commented about funding priorities, and noted that Phase 1 of the Geary BRT project to Stanyan Street was fully funded, but that Phase 2, which was the more controversial segment in the Richmond District, was largely unfunded. He said that moving forward, the city had various projects to prioritize including the DTX, Caltrain Electrification, Central Subway extension, and Van Ness BRT project, among others, and that the city needed to have a serious conversation about its funding priorities.

Commissioner Yee asked for clarification about the 20-minute round trip savings. Mr. Dentel-

Post replied that the 20-minute round trip travel time savings was based on modeling using various data inputs. He said the modeling found a 10-minute travel time savings for the bus going from one end of the corridor to the other, and would be the maximum travel time savings on a given trip that a rider might experience. He noted that if a rider was traveling from the middle of corridor to one of the ends then they would only experience a portion of that travel time benefit. He said the benefit was modeled in future years, so the existing travel times of the buses were input into the model and validated based on existing travel time as well as traffic counts and other data, such as future land use scenarios and other planned transportation projects. Mr. Dentel-Post said that these assumptions were put into the travel demand model to identify what the future travel time savings would be and that it was important to note that they were based on a future no build scenario. He said that meant the bus wouldn't be exactly 10 minutes faster than it was today, but rather that with the expected growth in the city over the time it would take to implement the project, travel times along the corridor without the project would increase to over an hour with the local buses and about 55 minutes with the 38-R line. He added that the 10-minute travel time savings was relative to these future travel times based on the growth that was expected along the corridor.

Commissioner Yee asked for clarification that the projections were based on the future slower times without and faster times with the BRT system, which Mr. Dentel-Post confirmed.

Commissioner Breed thanked the public for their comments and noted that when she first was elected Supervisor she advocated for a subway instead of a BRT system on Geary, but that this turned out to be very costly. She said the city should have originally built more public transportation systems underground but that it was much more expensive now as the city grew in population. She said the Geary and Van Ness BRT systems were currently what the city could afford to accomplish but that there was a current report underway looking at the city's underground transit system and what the future may hold but that right now was the time to move forward with the project as it had been 10 years in progress.

Chair Peskin commented in response to several public comments, that there were going to be more votes on the project as the funding package was not complete, and that if the incoming Supervisors held a different opinion than the outgoing Supervisors there would be many opportunities for them to weigh in.

Commissioner Mar commented that the vote only represented one milestone for the project but that it allowed it move forward, and noted that the incoming Supervisors would have significant input on funding and build out, especially on the segment from Stanyan Street to 34th Avenue. He said he recently visited BRT projects in San Jose and Oakland and appreciated the respective transit agencies' sensitivity to small businesses and highlighting the benefits of the project. He said it was important to focus not only on the improvements to bus speed but also the increase in bus frequency which would save riders travel time. He said the area from Palm Street to 27th Avenue would have a center lane that would significantly speed up travel from the outer and central Richmond District to the core of the city. Commissioner Mar commented that the dedicated bus lane was what made a BRT system effective, in addition to center lanes and improved stations. He noted that there was a petition of 530 people, mostly transit riders, who were strongly supportive of the project. He said the safety aspects of the project were critical, but that the Tenderloin area would also benefit from the bulbs and other improvements, and that it was important to note how significant and historic the vote was.

The amendment to the item made by Commissioner Breed was approved without objection by

the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang and Yee (10)

The amendment to the item made by Commissioner Mar was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang and Yee (10)

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

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang and Yee (10)

Other Items

5. Introduction of New Items – INFORMATION

Chair Peskin introduced a resolution that was distributed to the Board and commented that Assemblyman Ting had introduced a bill to keep the city's streets safe relative to unregulated transportation network company vehicles, which numbered approximately 45,000 in San Francisco. He asked the Board to consider a resolution at the next Board meeting to support Assembly Bill 87 which would require the California Department of Motor Vehicles (DMV) to revoke the vehicle registration of any autonomous self-driving vehicles operating in violation of the DMV's autonomous vehicle tester program.

There was no public comment.

6. Public Comment

During public comment, Andrew Yip spoke about wisdom.

Peter Straus commented that on behalf of the San Francisco Transit Riders he commended Commissioners Avalos, Campos and Mar for their work on transportation measures.

Dr. Nancy Jewel Cross asked the Board to request regional data from the Metropolitan Transportation Commission on start and end trips throughout the Bay Area so that San Francisco could provide the necessary input to neighboring cities regarding housing development. She said the data would help create safe and efficient travel routes throughout the region.

Kevin Stull thanked Commissioners Avalos, Campos and Mar for their work on transportation. He said that no transit project was perfect or would meet the needs of every stakeholder, but that through outreach the city could design projects to benefit the most amount of people, including current and future riders.

7. Adjournment

The meeting was adjourned at 6:00 p.m.

RESOLUTION ALLOCATING \$6,774,400 IN PROP K FUNDS, WITH CONDITIONS, FOR THE DOWNTOWN RAIL EXTENSION, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULE AND AMENDING THE PROP K STRATEGIC PLAN

WHEREAS, The Transportation Authority received one Prop K request for \$6,774,400, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The request seeks funds from the following Prop K Expenditure Plan category: Downtown Extension to Rebuilt Transbay Terminal; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has programmed funds for the aforementioned Expenditure Plan category in the Prop K Strategic Plan ; and

WHEREAS, The Transbay Joint Powers Authority's request for the Downtown Rail Extension (DTX) project requires a concurrent Prop K Strategic Plan amendment to advance \$4,150,503 programmed for the DTX in Fiscal Year (FY) 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17 in the Downtown Extension to Rebuilt Transbay Terminal category and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for construction of Phase 2 (DTX); and

WHEREAS, The requested Strategic Plan amendment, along with the amendments approved by the Board on September 27 (R17-07), with which its financial impacts were calculated, would result in a negligible increase (0.19%) to the amount of available funds spent on financing for the program as a whole; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended



allocating a total of \$6,774,400 in Prop K funds, with conditions, for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2016/17 budget to cover the proposed action; and

WHEREAS, At its September 7, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 20, 2016, the Plans and Programs Committee reviewed the subject request and recommended approval of the staff recommendation; and

WHEREAS, At its September 27, 2016 meeting, after discussion on the item, the Transportation Authority Board approved a motion amending the staff recommendation to defer the TJPA's Downtown Rail Extension request - to allow time for additional information to be provided and additional discussion; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Downtown Extension to Rebuilt Transbay Terminal category of the Prop K Strategic Plan to advance \$4,150,503 programmed for the DTX in Fiscal Year (FY) 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17 and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for construction of Phase 2 (DTX); as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$6,774,400 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation

request forms; and be it further

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

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

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

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

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

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



Attachments (6):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Form
6. Proposed Amended Strategic Plan

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	TJPA	Downtown Rail Extension	\$ 6,774,400		\$ 176,134,322	86%	96%	Design	6
			TOTAL	\$ 6,774,400	\$ -	\$ 176,134,322	86%	96%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	Requested funds will be used for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), which is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 includes a 1.3 mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion.
TOTAL			\$ 6,774,400	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	<p>Special Conditions: 1.) Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DIX) to a Rebuilt Transbay Terminal Expenditure Plan line item. The amendment would advance \$4,150,503 programmed for the DIX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. The request also requires an exception to the Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for Phase 2 (DIX) construction. See attached Strategic Plan amendment for details.</p> <p>2.) The recommendation also includes the condition that the TJPA agrees to the attached oversight protocol for Phases 1 and Phase 2. TJPA has agreed to the oversight protocol, which is already being implemented.</p> <p>3.) If the SFCIA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCIA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope, including potentially ceasing work on certain elements.</p>
TOTAL			\$ 6,774,400	\$ -	

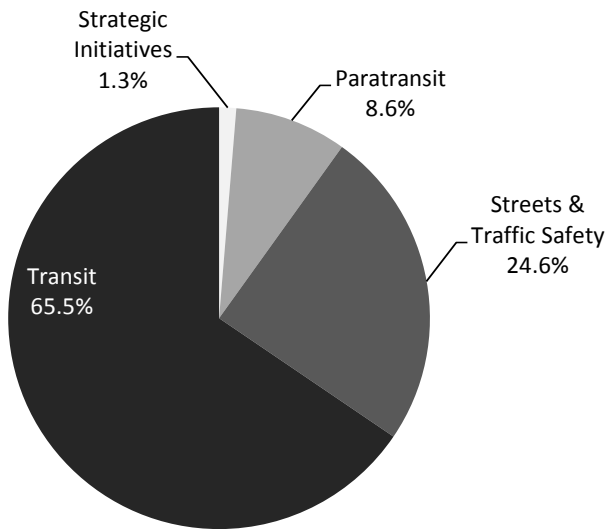
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

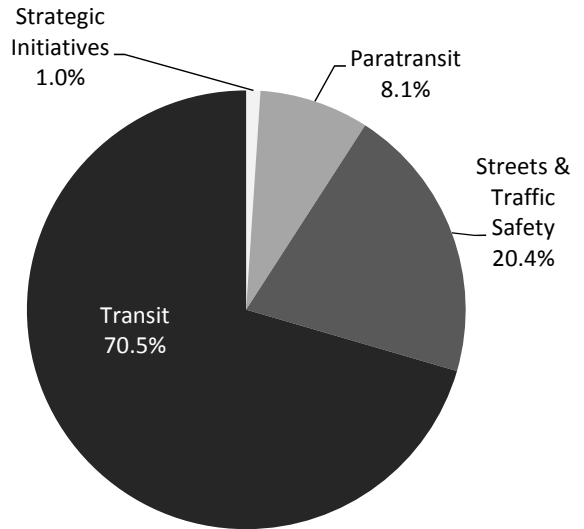
PROP K SALES TAX		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 88,081,768	\$ 44,099,551	\$ 31,352,768	\$ 12,184,349	\$ 445,100	\$ -
Current Request(s)	\$ 6,774,400	\$ 4,064,640	\$ 2,709,760	\$ -	\$ -	\$ -
New Total Allocations	\$ 94,856,168	\$ 48,164,191	\$ 34,062,528	\$ 12,184,349	\$ 445,100	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



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

FY of Allocation Action: 2016/17

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

Prop K EP Line Number (Primary): 5 **Current Prop K Request:** \$ 6,774,400

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

Brief Project Description (type below)

Phase 2 of the Transbay Transit Center Program is a 1.3 mile Downtown Rail Extension (DTX) tunnel that will extend Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center. The DTX will also provide the tracks and build-out of the below-grade train station facilities to deliver California High-Speed Rail Authority's (CHSRA) future high-speed service to the new transit center.

Detailed Scope, Project Benefits and Community Outreach (type below)

Following on the SEIR/SEIS, the proposed scope will bring design of the DTX to 30% for new elements of the project and bring modified elements back up to 30% design. Examples of new elements include an underground BART/Muni pedestrian connector, vent structures, an Intercity Bus Facility, and a tunnel box at the south end to receive a future underground approach by high-speed rail. Modified elements includes items such as a relocated underground station at 4th and Townsend which is now under Townsend rather than the Caltrain yard, allowing for potential future development of the yard. The scope also includes updating design of the tunnels and underpinning of structures, and developing staging plans and bottom-up cost estimates. The work is scheduled to be complete by December 2017. See attached Word document for details.

Project Location (type below)

First & Mission Streets, San Francisco, CA

Project Phase (select dropdown below)

Design Engineering (PS&E)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Greater than Programmed Amount

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA
Strategic Plan
Amount:

Please describe and justify the necessary amendment:

The Prop K Strategic Plan amendment to the Caltrain Downtown Extension to a Rebuilt Transbay Terminal category would advance \$4,150,503 programmed for the Caltrain Downtown Extension in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. SFCTA staff supports the recommended request, which requires an exception to this policy, now that Phase 1 is fully funded and appears on track to be delivered within the revised budget. Further, the proposed scope will enable TJPA to bring all program elements to 30% design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX. Completion of the scope as scheduled is necessary to support a revenue service date of late 2025, a goal set by TJPA in order to receive high speed rail.

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

Background and Project Benefits

The Transbay Transit Center Program (Program) is an approximately \$6 billion program to replace the former Transbay Terminal at First and Mission streets in downtown San Francisco with a modern regional transit hub that will connect eight Bay Area counties and the State of California through eleven transit systems including Caltrain commuter rail and the future California High-Speed Rail system from San Francisco to Los Angeles.

The Program is being constructed in two phases. Phase 1 includes design and construction of the above-grade portion of the Transit Center, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 will complete the build-out of the below-grade train station facilities at the Transit Center and build the Downtown Rail Extension (DTX) tunnel, a new underground station along the DTX alignment, and an intercity bus facility.

Phase 2 will provide the following public benefits:

- Improve access to rail services and enhance San Francisco's accessibility to a local and regional workforce
- Enhance connectivity between Caltrain and other major transit services
- Create the northern terminus for the state's future high-speed rail system
- Build a new intercity bus station next to the Transit Center for Greyhound, Amtrak and other regional bus service providers
- Contribute to improved regional air quality by attracting thousands of new transit riders and reducing the number of vehicles on Highways 101 and 280

Current Request

Preliminary engineering (PE) (30% design level) for many components of Phase 2, including the Fourth and Townsend Street Station, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Other factors that informed the SEIS/EIR include new code requirements – necessitating the emergency egress not be through hatches in the sidewalks, as well as requirements determined during the threat and vulnerability assessment. Additionally, requests from the City were honored by relocating the Fourth and Townsend Underground Station further into the public right-of-way to allow for potential future development at the Fourth and King rail yard, and the inclusion of a “tunnel stub” to allow for a future underground connection to the Downtown Rail Extension (including future grade separation) while minimizing operational impacts. Financial factors also informed the SEIS/EIR with the selection of the shortest BART/Muni Pedestrian Connector and the potential for event parking at the Bus Storage Facility. Further design work on these new or modified elements as outlined below will be required to return the full DTX design and bring all Phase 2 elements to the 30% PE level. At the TJPA's June 2016 Board of Directors meeting, the Board directed TJPA staff to move forward with the following next steps in support of Phase 2:

- Complete 30% PE drawings
- Update right-of-way estimate

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
Background and Scope**

- Update ridership study
- Perform risk assessment
- Peer review funding plan
- Update Program cost estimate
- Peer review 2016 cost estimate
- Complete development of funding plan
- Select delivery method
- Update budget
- Continue coordination with the City on the Railyard Alternatives and I-280 Boulevard Feasibility Study, Caltrain and CHSRA

The current request would fund preliminary engineering, program management/program controls, financial and right-of-way consultants, and a TJPA staff person for these next steps for Phase 2, as described in detail below.

Preliminary Engineering (PE) *Parsons Transportation Group*

The Downtown Extension designer, Parsons Transportation Group, will continue preliminary engineering (PE) to full 30% level. This contract was renewed by the TJPA Board in 2014. Completion of the necessary tasks is estimated at \$5.7 million for FY2016-17; this request is for **\$5,029,000** as \$671,000 remains in Prop K Resolution 15-01. Tasks will include the following:

- A. Project Management
 1. Submission of monthly status report with each monthly invoice, indicating work performed on each of the approved tasks for which payment is being requested
 2. Project meetings (e.g., TJPA staff or Board meetings)
 3. Scheduling
 4. Quality Control and Quality Assurance
 5. Other Direct Costs as requested and/or agreed by TJPA
- B. Coordination with Transbay Transit Center (TTC) Designers and Train Operators
 1. Continue ongoing coordination with train operators:
 - a. Provide coordination with CHSRA and Caltrain including:
 - i. Coordination on operator criteria and programmatic requirements
 - ii. Support for the design by Caltrain of modifications to the existing Fourth and King Caltrain station
 2. Continue ongoing coordination with other TTC team members including:
 - a. Coordination of Phase 2 train systems provisions
 - b. Coordination of DTX/TTC structural interface
 - c. Other as-needed coordination

**San Francisco County Transportation Authority
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Background and Scope**

- a. Preparation of a conceptual design technical memorandum on underpinning constructability
- b. Preparation of geotechnical baseline memoranda
- c. Preparation of PE underpinning design plans

F. Preliminary Engineering Design Work and Updates for DTX

As noted above, some elements of the Phase 2 design were previously at the 30% design level. Elements below that include an asterisk (*) are elements that have been modified since 2010 and that require updating to reach the 30% design level. Elements with a double asterisk (**) are new scope items, or items that were deferred in 2010, that require a greater design effort to achieve the 30% design level. One exception is the Fourth and Townsend Street Station, which was at the 30% design level in 2010 but requires a full redesign, due to changes in alignment and configuration at the request of the City and Caltrain.

- 1. ** Civil – Streetwork
 - a. Prepare technical memoranda on the City’s street improvement plans on Second Street
 - b. Prepare technical memoranda for at-grade street crossings at Mission Bay Drive and 16th Street
 - c. Prepare PE streetwork plans
- 2. * Civil – Utilities
 - a. Protection planning for AT&T manholes
 - b. Prepare technical memoranda to support PE cost estimate update
 - c. Support advance utility relocation package scoping
 - d. Update PE utility relocation plans
 - e. Define temporary utility relocations
- 3. * Civil – SFPUC Sewer Relocation
 - a. Support Fifth Street sewer relocation study
 - b. Prepare technical memoranda to summarize coordination with SFPUC
 - c. Update Sixth Street sewer relocation plans
 - d. As-needed development of Fifth Street sewer relocation plans
- 4. ** Civil – Traffic
 - a. As-needed traffic engineering support of TJPA coordination with the City and CPUC
 - b. Prepare technical memoranda for at-grade crossing traffic engineering
 - c. Prepare Traffic Management Plan
- 5. * Track Configuration
 - a. Update PE plans and profile reference files for realigned Fourth and Townsend Street Station
 - b. Update DTX crossover arrangements
 - c. Prepare conceptual alignment plan and profile of at-grade Caltrain track modifications including interlocking, maintenance-of-way tracks, and turnback tracks
 - d. Complete PE plan and profile including precise alignment control tables
- 6. * Mined Tunnel
 - a. As-needed support
 - b. Update PE construction staging plans

**San Francisco County Transportation Authority
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Background and Scope**

7. * Structural – Throat Cut-and-Cover
 - a. Prepare conceptual level details for the TTC interface and update typical sections in the PE plans
 - b. Prepare technical memoranda and concept for support-in-place of major utilities
 - c. Complete details to PE level
8. * Structural – Cut-and-Cover East of Fourth and Townsend Street Station
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE plans
9. * Fourth and Townsend Street Station
 - a. Complete structural and architectural PE design of underground station structure
 - b. Perform mezzanine sizing study to avoid Fifth Street sewer
 - c. Complete remaining details to PE level
10. * Structural – Cut-and-Cover West of Fourth and Townsend Street Station, U-wall, and Tunnel Stub
 - a. Complete conceptual engineering plan and profile
 - b. Prepare technical memoranda on cut-and-cover to support PE cost estimate update
 - c. Perform impact analysis for U-wall/tunnel stub adjacent to I-280 Sixth Street off-ramp foundations
 - d. Update/develop PE plans
11. ** Ventilation/Emergency Exit Structures
 - a. Prepare structural and architectural PE design plans for new site at 699 Third Street/180 Townsend Street
 - b. Prepare technical memoranda to support taller superstructure at Second and Harrison site
 - c. Update structural and architectural PE plans for Second and Harrison site
12. ** Structural – SFMTA Central Subway Bridging Structure
 - a. Prepare conceptual design and technical memoranda to support PE cost estimate update
 - b. Prepare PE plans
13. ** Fire-Life Safety (FLS)
 - a. Develop a mechanical PE design for 699 Third/180 Townsend emergency ventilation and Fourth and Townsend Street Station emergency ventilation
 - b. Perform computational fluid dynamics (CFD) FLS modeling for Fourth and Townsend Street Station
 - c. Perform SES FLS modeling for DTX tunnel
 - d. Perform pedestrian flow/exit analysis for Fourth and Townsend Street Station
 - e. Update mechanical PE design plans for Second and Harrison ventilation/ emergency exiting structure
 - f. Prepare technical memoranda on water/air mechanical systems to support the PE cost estimate update
 - g. Update water/air mechanical systems PE plans
14. * Systems – Tunnel Electrical
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE plans

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Background and Scope**

15. * Systems – Overhead Catenary Systems (OCS)
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE OCS plans
 - c. Complete PE design of TTC OCS
16. ** Systems - Signals
 - a. Update PE Phase 1 Conceptual Engineering single line schematic plans
 - b. Coordinate latest signal equipment space provisions with tunnel and Fourth and Townsend Street Station designs
 - c. Prepare technical memoranda to support PE cost estimate update
 - d. Prepare PE design double-line drawings
17. ** Systems – Communications
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Coordinate with Phase 2 planning
 - c. Prepare PE plans:
 - Intrusion Detection/Access Control Systems
 - CCTV Systems
 - Telephone System
 - Public Address/Variable Message Sign System
 - Radio System
 - SCADA System
 - Voice/Fire Alarm System
18. Preliminary Engineering Report
 - a. Update PE report and summarize technical memoranda
- G. Conceptual Engineering Design Work for BART/Muni Pedestrian Connector
 1. Prepare conceptual design memoranda to support cost estimate
 2. Prepare technical memoranda on streetwork, utilities, traffic, structural design, architectural design, and FLS to support cost estimate
 3. Prepare conceptual design plans of cut-and-cover structure and interface structure
 4. Prepare conceptual street reconstruction, utility relocation, structural (cut-and-cover and interface structure), and architectural (Connector, receiving structures, and mid-block emergency egress structure including electrical and lighting plans) plans
 5. Develop Traffic Management Plan
 6. Prepare geotechnical baseline memoranda
 7. Prepare programming document
 8. Perform code analysis
 9. Develop FLS and exiting strategy
 10. Perform pedestrian flow/exit analysis
 11. Perform CFD and SES FLS modeling
 12. Prepare Conceptual Engineering Report

**San Francisco County Transportation Authority
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Background and Scope**

- a. Summarize technical memoranda in a report

H. DTX Preliminary Engineering Cost Estimate Update

1. Update the DTX cost estimate based on the rate refresh update prepared in June 2016 and new quantities based on new engineering, including BART/Muni Pedestrian Connector conceptual design

Exclusions:

1. Final Design
2. Technical Specifications
3. Design-Build Contract Documents (in the event that Design-Build is the chosen delivery method)

Program Management/Program Controls (PMPC) *AECOM (URS)*

The PMPC provides a variety of services and reports to augment TJPA staff in implementing the Transbay Transit Center Program. Specific tasks include program management services, program implementation and support, program controls management, quality assurance and control implementation, risk management program implementation, document control, administrative support, and project management for Phases 1 and 2 of the Program. The contract was awarded in 2013. This funding request is for **\$858,500** for the following tasks (total estimated cost \$1,290,000, but \$431,500 remains in Prop K Resolution 15-01):

A. Phase 2 Program Management

1. Program Management
 - a. Project meetings
 - b. Project controls support, including an update to the Phase 2 Budget
 - c. Program coordination support
 - d. Utility coordination support
2. DTX Project Management
 - a. Contribute to monthly PMPC status reports
 - b. Project meetings
 - c. Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for Phase 2, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget
 - d. Maintain an issue-action tracking system to facilitate timely decision-making
 - e. Manage the DTX design consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC design consultant, and correspondence on technical project issues
 - f. Refine and validate design constraints, criteria, and standards with the engineering design team as requested by TJPA. Complete, maintain and update design criteria as necessary

**San Francisco County Transportation Authority
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- g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
 - h. Provide support for supplemental environmental studies
 - i. Coordinate with train operators and outside agencies (i.e., SFPUC for sewer interfaces, SFMTA for Central Subway interface, City Planning and Office of Community Investment and Infrastructure for potential joint development parcels and the RAB Study, BART for BART/Muni Pedestrian Connector)
 - j. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
 - k. Manage interfaces between Phase 2 components and other component projects of the Program
3. Document Management and Administrative Support
- a. Record keeping and submittal logging
 - b. Document retrieval and issuance to support project or outside agency requests
 - c. Technical and editorial reviews of project documents, letters, and presentations
- B. Ridership Study (by Cambridge)
- a. Update the 2008 Cambridge Systematics ridership estimates
- C. Perform risk assessment (with Faithful and Gould)
- D. Update Phase 2 cost estimate (with TBD Consultants)
- E. Peer review 2016 cost estimate (with Saylor Consulting)
- F. Advise on and assist TJPA in selection of delivery method (with AECOM)

Right-of-Way ***TBD***

TJPA will be engaging a right-of-way consultant or an appraiser to update the Phase 2 right-of-way cost estimate. Estimated cost: **\$120,000**

Phase 2 Funding Plan ***Sperry Capital***

TJPA's financial consultants will assist TJPA staff in completing development of the Phase 2 funding plan. Estimated cost: **\$150,000**

Phase 2 ***TJPA Staff***

TJPA plans to hire one full-time staff person to manage Phase 2 work efforts. This would be a program manager level position, with a salary range of \$204,360 to \$257,920. TJPA's benefit rate is approximate 35% of salary. Estimated cost: \$218,000 salary plus \$76,300 benefits = **\$294,300**

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

Project Name: Downtown Rail Extension

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering as proposed in this request.

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

Project Name: Downtown Rail Extension

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 4,150,503	\$ 2,623,898	\$ -	\$ 6,774,400
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 4,150,503	\$ 2,623,898	\$ -	\$ 6,774,400

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	See attached		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166	\$ -		Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 6,774,400	\$ -	TJPA Approved Budget for Phase 2
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,935,051,564	\$ 6,774,400	\$ -	

% Complete of Design: 58% as of 5/31/2016
 Expected Useful Life: 70 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 6,774,400	\$ -	\$ -	\$ -	\$ -	\$ 6,774,400
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Design Engineering Phase:

- Provide total labor cost by agency, consultant costs, other direct costs, contract procurement(s), and contingency.

Project Name: Downtown Rail Extension

PROJECT BUDGET - DESIGN

BUDGET SUMMARY

Agency/Consultant	Total	% of Total
Parsons (Designer)	\$ 5,029,000	74.2%
AECOM (PMPC)	\$ 858,500	12.7%
Financial Consultant	\$ 150,000	2.2%
ROW Consultant	\$ 120,000	1.8%
TJPA Staff	\$ 294,300	4.3%
Contingency	\$ 322,600	4.8%
Total	\$ 6,774,400	100.0%

DETAILED LABOR COST ESTIMATE - BY AGENCY

TJPA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Program Manager (Ph II)	2,080	\$ 104.80	\$ 1.35	\$ 141.48	1	\$ 294,278
Total	2,080	\$ 105	\$ 1	\$ 141	1	\$ 294,278

2016 Phase 2 Cost Estimate (in year of expenditure dollars)

		Direct Costs	Design Contingency	Total Cost
Phase 2				
DTX				\$1,467,777,900
	Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
	Segment 9 At Grade Trackway	\$707,000		\$707,000
	Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
	Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
	Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
	Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
	Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
	Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
	Segment 2 Transit Center	\$889,000		\$889,000
	Trackworks	\$82,775,000		\$82,775,000
	Systems	\$92,662,000		\$92,662,000
	Allowances	\$90,162,000		\$90,162,000
	Design Contingency		\$199,551,900	\$199,551,900
	Allowance for Properties Demolition	\$3,000,000		\$3,000,000
	Tunnel Stub Box	\$99,876,000	included	\$99,876,000
	DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
Transit Center Building (TCB)				\$247,203,907
	Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
	Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
	Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
	Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
	IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
	Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
	Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
Subtotal DTX and TCB Construction excluding escalation		\$1,503,991,865	\$210,990,942	\$1,714,981,807
	DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
Subtotal DTX and TCB Construction including escalation				\$2,298,239,643
	ROW**			\$266,200,000
	Programwide @ 22.5% of above excluding ROW			\$517,103,920
Subtotal Program Costs				\$3,081,543,562
	Construction Contingency @ 10%			\$229,823,964
Program Reserve @ 15% of Subtotal Program Costs				\$462,231,534
Total Program Cost excluding BART/Muni Pedestrian Connector				\$3,773,599,061
	BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
	BART/Muni Pedestrian Connector - Escalation			\$37,249,236
	BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
	BART/Muni Pedestrian Connector Total Cost			\$161,452,503
Total Program Cost including BART/Muni Pedestrian Connector		\$1,613,517,632	\$210,990,942	\$3,935,051,564

* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

** ROW number was last updated with the 2013 Phase 2 cost estimate

Phase 2 Funding

Phase 2 Potential Funding (<i>in \$ millions</i>)	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos*	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges **or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
TOTAL POTENTIAL FUNDS	\$5,479 - \$11,164	\$3,369 - \$4,664

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/19/2017 Res. No: 17-07 Res. Date: 9/27/2016

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 6,774,400	Design Engineering (PS&E)
	Total:		\$ 6,774,400	

Total Prop K Funds: \$ 6,774,400

Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 6/30/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2016 Res. No: Res. Date:

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

Deliverables:

- 1. Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts.
- 2.
- 3.
- 4.
- 5.

Special Conditions:

- 1. The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category. The amendment would advance \$4,150,503 programmed for the DTX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. Further, the recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.
- 2. As a condition of this allocation, the TJPA will agree to the attached oversight protocol for Phase 1 and Phase 2 of the Caltrain Downtown Extension to a Rebuilt Transbay Terminal project.
- 3. One of the scope components of the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) involves reviewing construction methods and rail alignment configurations for the DTX, and seeking opportunities to fund and build the project more cost effectively. If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain scope elements.
- 4.

Notes:

- 1.
- 2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/19/2017 **Res. No:** 17-07 **Res. Date:** 9/27/2016

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project

Reviewer: CP

SGA PROJECT NUMBER

Sponsor: Transbay Joint Powers Authority

SGA Project Number: 105-914028

Name: Downtown Rail Extension

Phase:

Fund Share:

100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$4,064,640	\$2,709,760				\$6,774,400

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 6,774,400
Current Prop AA Request: \$ -

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

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.

Required for Allocation Request Form Submission
Initials of sponsor staff member verifying the above statement
sdd

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

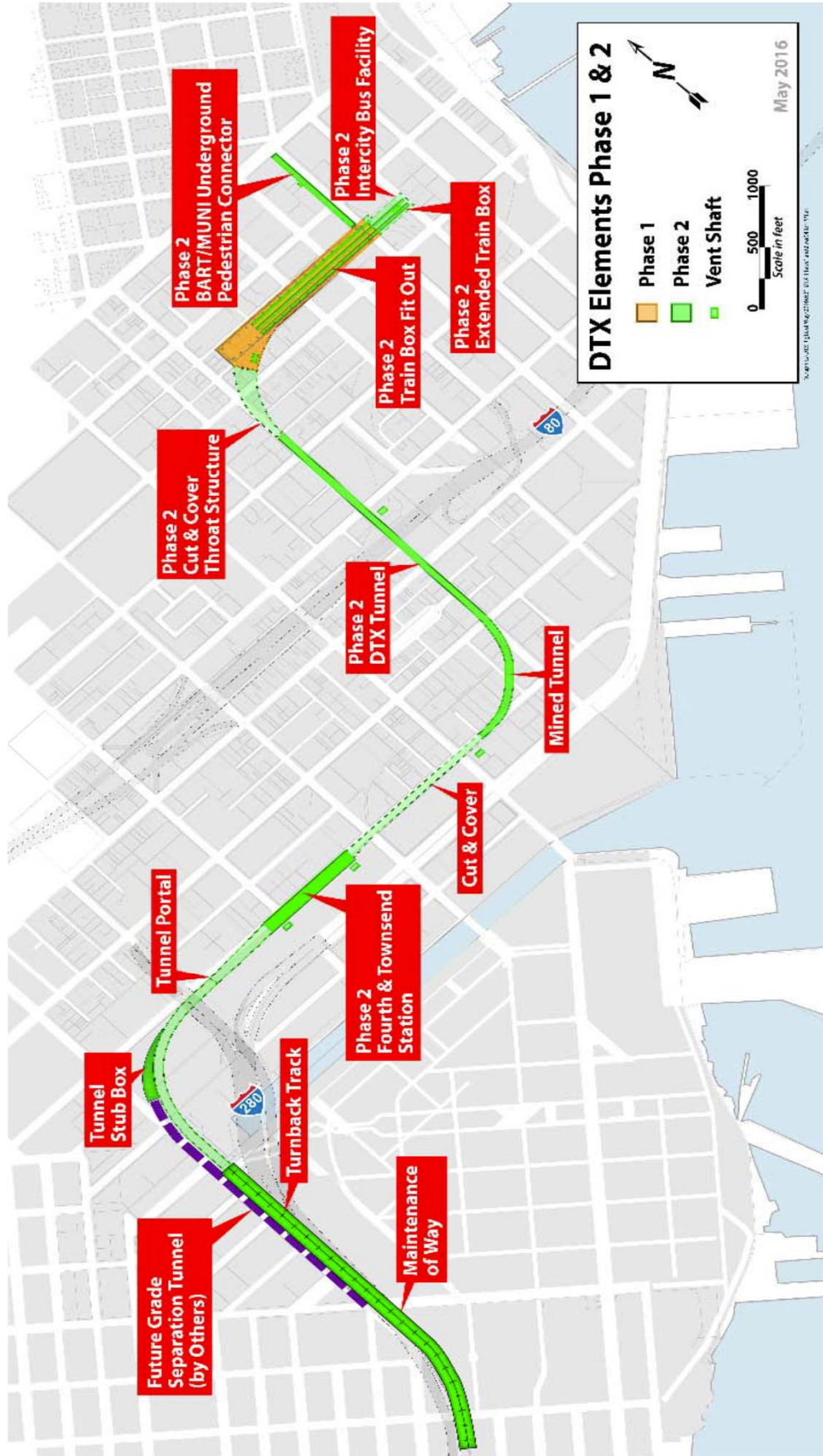
Chief Financial Officer

Phone: 415.597.4617

415.597.4039

Email: bdykes@transbaycenter.org

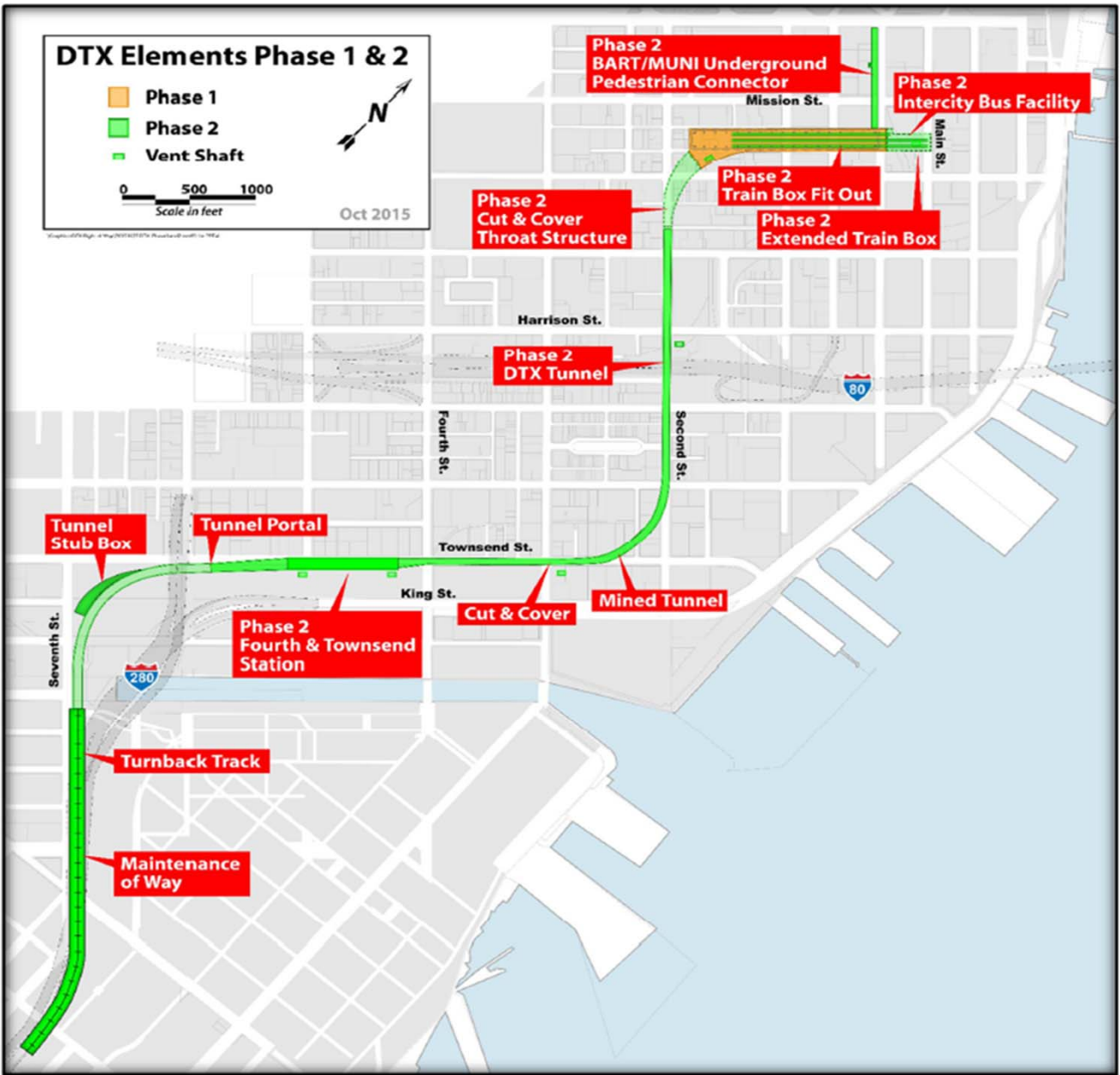
sdebord@transbaycenter.org



Please see T JPA Board Report from June 9, 2016 at:

http://transbaycenter.org/uploads/2016/06/Item13_DTX-Phase-2.pdf

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



**SFCTA OVERSIGHT PROTOCOL FOR
THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN 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 a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power. Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval

Attachment 6. Proposed Amended Strategic Plan

Pending September 2016 Board Action
 Pending January 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,754,309	8.68%	Programming \$ 223,176,073 Finance Costs \$ 25,943,429 Total \$ 249,119,502	\$ 1,343,948	\$ 2,657,479	\$ 1,935,427	\$ 1,598,262	\$ 3,192,915	\$ 2,760,727	\$ 2,471,822	\$ 1,986,154
6	Electrification	\$ 25,765,517	15.25%	Programming \$ 20,260,000 Finance Costs \$ 3,929,285 Total \$ 24,189,285	\$ 83,354	\$ 319,983	\$ 239,837	\$ 205,122	\$ 427,140	\$ 388,659	\$ 370,936	\$ 324,054
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	Programming \$ 19,024,458 Finance Costs \$ 1,950,335 Total \$ 20,974,793	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -
22M	Guideways - MUNI	\$ 308,337,545	3.94%	Programming \$ 291,660,626 Finance Costs \$ 12,138,267 Total \$ 303,798,893	\$ 18,002	\$ 85,505	\$ 77,631	\$ 80,236	\$ 202,936	\$ 222,495	\$ 255,072	\$ 239,528
TOTAL												
		\$ 658,322,675	6.68%	Programming \$ 554,121,157 Finance Costs \$ 43,961,315 Total \$ 598,082,473	\$ 8,163,518	\$ 5,405,125	\$ 14,601,613	\$ 9,095,226	\$ 9,366,583	\$ 9,646,080	\$ 9,933,963	\$ 8,778,969
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,751,839	9.35%	Programming \$ 223,176,073 Finance Costs \$ 27,923,238 Total \$ 251,099,311	\$ 6,774,400	\$ 2,742,038	\$ 1,993,980	\$ 1,651,178	\$ 3,379,887	\$ 2,942,509	\$ 2,660,857	\$ 2,179,050
6	Electrification	\$ 25,765,304	17.45%	Programming \$ 20,900,000 Finance Costs \$ 4,494,943 Total \$ 25,394,943	\$ 4,040,000	\$ 333,847	\$ 249,710	\$ 243,963	\$ 455,811	\$ 416,598	\$ 399,913	\$ 353,599
17P	New and Renovated Vehicles - PCJPB	\$ 25,765,094	8.63%	Programming \$ 19,024,458 Finance Costs \$ 2,198,194 Total \$ 21,222,652	\$ 2,109,005	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -
22M	Guideways - MUNI	\$ 308,334,996	5.78%	Programming \$ 291,660,626 Finance Costs \$ 17,808,188 Total \$ 309,468,814	\$ 29,031	\$ 111,293	\$ 97,669	\$ 88,329	\$ 247,733	\$ 266,504	\$ 289,916	\$ 243,128
TOTAL												
		\$ 658,317,233	7.96%	Programming \$ 554,761,157 Finance Costs \$ 52,424,563 Total \$ 607,185,720	\$ 23,798,017	\$ 7,009,125	\$ 13,701,613	\$ 9,095,226	\$ 9,366,583	\$ 9,646,080	\$ 9,933,963	\$ 8,778,969
Change												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ (2,470)	0.66%	Programming \$ (1) Finance Costs \$ 1,979,809 Total \$ 1,979,809	\$ 5,430,453	\$ 57,156	\$ 84,559	\$ 58,553	\$ 52,916	\$ 186,972	\$ 181,781	\$ 189,035
6	Electrification	\$ (213)	2.20%	Programming \$ 640,000 Finance Costs \$ 565,658 Total \$ 1,205,658	\$ 4,040,000	\$ 13,864	\$ 9,879	\$ 8,841	\$ 28,671	\$ 27,939	\$ 28,977	\$ 29,545
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	Programming \$ 247,859 Finance Costs \$ 247,859 Total \$ 495,718	\$ 4,029	\$ 25,788	\$ 20,039	\$ 18,093	\$ 44,797	\$ 44,049	\$ 34,888	\$ 7,600
22M	Guideways - MUNI	\$ (2,549)	1.84%	Programming \$ 5,669,921 Finance Costs \$ 3,669,921 Total \$ 9,339,842	\$ 5,194,500	\$ 1,404,000	\$ (900,000)	\$ 7,295	\$ 268,598	\$ 264,104	\$ 275,856	\$ 272,638

Note: At its September 27, 2016 meeting the Transportation Authority Board approved requested amendments to the Electrification, New and Renovated Vehicles - PCJPB, and Guideways - MUNI categories, but deferred the Transbay Joint Powers Authority's Prop K allocation and Strategic Plan amendment requests for the Downtown Extension project.

Proposed Amended Strategic Plan
 - Pending September 2016 Board Action
 Pending January 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)													
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,754,309	8.68%	\$ 1,522,761	\$ 1,153,477	\$ 857,641	\$ 438,855	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
6	Electrification	\$ 25,765,517	15.25%	\$ 278,115	\$ 248,550	\$ 245,084	\$ 217,085	\$ 191,115	\$ 164,606	\$ 123,896	\$ 74,116	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	\$ 197,282	\$ 166,855	\$ 151,774	\$ 119,810	\$ 85,406	\$ 41,099	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ 308,337,545	3.94%	\$ 914,167	\$ 849,303	\$ 866,464	\$ 820,660	\$ 765,258	\$ 669,086	\$ 505,061	\$ 297,903	\$ -	\$ -
TOTAL		\$ 658,322,675	6.68%	\$ 2,912,326	\$ 2,418,185	\$ 2,120,963	\$ 1,596,410	\$ 1,041,779	\$ 874,792	\$ 628,957	\$ 372,019	\$ 11,454,563	\$ 41,959,373
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)													
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,751,839	9.35%	\$ 1,705,401	\$ 1,337,878	\$ 1,069,851	\$ 659,273	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ 26,010,070
6	Electrification	\$ 25,765,304	17.45%	\$ 306,005	\$ 276,533	\$ 277,176	\$ 249,038	\$ 225,168	\$ 206,231	\$ 173,271	\$ 139,322	\$ 107,048	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,094	8.63%	\$ 204,256	\$ 173,760	\$ 159,710	\$ 127,408	\$ 93,627	\$ 52,294	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ 308,334,996	5.78%	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700
TOTAL		\$ 658,317,233	7.96%	\$ 3,390,260	\$ 2,900,980	\$ 2,675,382	\$ 2,166,466	\$ 1,609,135	\$ 1,332,958	\$ 1,150,566	\$ 1,068,617	\$ 1,340,356	\$ 49,473
Change													
5	Downtown Extension to a Rebuild Transbay Terminal	\$ (2,470)	0.66%	\$ 182,640	\$ 184,401	\$ 212,210	\$ 220,418	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ (4,150,503)
6	Electrification	\$ (213)	2.20%	\$ 27,889	\$ 28,003	\$ 32,093	\$ 31,953	\$ 34,053	\$ 43,625	\$ 49,374	\$ 65,206	\$ 107,048	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	\$ 6,973	\$ 6,905	\$ 7,936	\$ 7,597	\$ 8,222	\$ 11,195	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ (2,549)	1.84%	\$ 260,432	\$ 263,485	\$ 302,180	\$ 310,087	\$ 333,909	\$ 409,346	\$ 472,235	\$ 631,392	\$ 1,233,308	\$ 49,473
TOTAL		\$ (5,443)	0.83%	\$ 273,872	\$ 282,973	\$ 322,419	\$ 310,068	\$ 340,226	\$ 474,366	\$ 564,035	\$ 766,804	\$ 1,243,706	\$ 54,947

Proposed Amended Strategic Plan

Pending September 2016 Board Action
 Pending January 2017 Board Action

Prop K Total										
EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs						
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)										
Prop K		\$ 2,922,185,976	8.37%	<table border="1"> <tr> <td>Programming</td> <td>\$ 2,536,333,768</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 244,701,587</td> </tr> <tr> <td>Total</td> <td>\$ 2,781,035,356</td> </tr> </table>	Programming	\$ 2,536,333,768	Finance Costs	\$ 244,701,587	Total	\$ 2,781,035,356
Programming	\$ 2,536,333,768									
Finance Costs	\$ 244,701,587									
Total	\$ 2,781,035,356									
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)										
Prop K		\$ 2,922,163,916	8.57%	<table border="1"> <tr> <td>Programming</td> <td>\$ 2,536,973,768</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 250,339,081</td> </tr> <tr> <td>Total</td> <td>\$ 2,787,312,849</td> </tr> </table>	Programming	\$ 2,536,973,768	Finance Costs	\$ 250,339,081	Total	\$ 2,787,312,849
Programming	\$ 2,536,973,768									
Finance Costs	\$ 250,339,081									
Total	\$ 2,787,312,849									
Change										
Prop K		\$ (22,060)	0.19%	<table border="1"> <tr> <td>Programming</td> <td>\$ 640,000</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 5,637,494</td> </tr> <tr> <td>Total</td> <td>\$ 6,277,493</td> </tr> </table>	Programming	\$ 640,000	Finance Costs	\$ 5,637,494	Total	\$ 6,277,493
Programming	\$ 640,000									
Finance Costs	\$ 5,637,494									
Total	\$ 6,277,493									

Amendment 6 advances programming within the following expenditure line categories: 5, 6, 17P, 22M. Please see the Prop K Allocation and the EP 22M Strategic Plan Update memos for more details.



Memorandum

Date: 01.19.17 **RE:** Board
January 24, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy, Tang and Yee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Allocate \$6,774,400 in Prop K Funds, with Conditions, for the Downtown Rail Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule

Summary

This request was presented at the September 27, 2016 Board meeting, where, after discussion on the item, Commissioner Peskin requested and the Board approved a motion amending the staff recommendation to defer the Transbay Joint Powers Authority's (TJPA's) Downtown Rail Extension (DTX) request to allow time for additional information to be provided and further discussion. TJPA and Transportation Authority staff have met with Chair Peskin to help address his concerns. As summarized in Attachments 1 and 2, the TJPA has requested \$6.8 million in Prop K sales tax funds for preliminary engineering and cost estimate updates for the DTX, which is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 includes a 1.3-mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high-speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion. Approval of the request requires amendment of the Prop K Strategic Plan to advance programmed funds. It also includes special conditions requiring TJPA to agree to an oversight protocol covering Phases 1 and 2, and allowing the Transportation Authority to cause work to be paused on the approved scope if the Transportation Authority Board endorses an alternative alignment for DTX so that the scope can be modified, as needed.

BACKGROUND

The Transbay Joint Powers Authority (TJPA) has requested \$6,774,400 for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), a 1.3-mile tunnel connecting the new Transbay Transit Center (TTC) with the current Caltrain terminus at Fourth and King Streets, for potential Board approval. As shown in Attachment 1, the request comes from the following Prop K Expenditure Plan line item:

- Downtown Extension to Rebuilt Transbay Terminal

The aforementioned category is a named project in the Prop K Expenditure Plan with its own line item

and does not require a 5-Year Prioritization Program as a prerequisite for allocation of funds.

This request was presented at the September 27, 2016 Board meeting, where, after discussion on the item, Commissioner Peskin requested and the Board approved a motion amending the staff recommendation to defer the TJPA's DTX request to allow time for additional information to be provided and additional discussion. TJPA and Transportation Authority staff have met with Chair Peskin to help address his concerns.

DISCUSSION

As summarized in Attachments 1 and 2, the TJPA has requested \$6.8 million in Prop K sales tax funds for preliminary engineering and cost estimate updates for the DTX, which is Phase 2 of the TTC Program. Phase 2 includes a 1.3-mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high-speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion.

Attachment 1 summarizes the request, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of the project. A detailed scope, schedule, budget and funding plan for the project is included in the Allocation Request Form (Attachment 5).

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the request, highlighting three special conditions included in the staff recommendation. First, the request requires an amendment of the Prop K Strategic Plan to advance \$4,795,598 in DTX programming to Fiscal Year (FY) 2016/17 from later years. This amendment also requires an exception to the Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. Second, the recommendation also includes the condition that the TJPA agrees to the attached oversight protocol for Phases 1 and Phase 2, which is modeled after the oversight protocol used for the Central Subway and which was recently developed for the Caltrain Electrification project. TJPA has agreed to the oversight protocol, which is already being implemented. The third and final condition states that if the Transportation Authority Board acts to endorse an alternate alignment for DTX, the Transportation Authority reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain elements.

Transportation Authority and TJPA staff will attend the Board meeting to respond to any questions that the Board members may have.

ALTERNATIVES

1. Allocate \$6,774,400 in Prop K funds, with conditions, for the subject request, subject to the attached Fiscal Year Cash Flow Distribution Schedule, as requested.
2. Allocate \$6,774,400 in Prop K funds, with conditions, for the subject request, subject to the attached Fiscal Year Cash Flow Distribution Schedule, with modifications.

3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 7, 2016 special meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$6,774,400 in FY 2016/17 Prop K sales tax funds, with conditions, for one request. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the Allocation Request Form (Attachment 5).

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment (Attachment 6) to advance \$4,795,598 in Prop K funds for the aforementioned project along with the amendments approved by the Board in September (R17-07), with which it was originally grouped, would be an estimated \$1,979,809 in additional financing costs. Together with the amendments approved by the Board on September 27, 2016 (R17-07) (financial impacts for these amendment were calculated simultaneously) the proposed amendment would result in a 0.19% increase in the percent of available funds spent on financing for the program as a whole, which we consider to be insignificant.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Allocate \$6,774,400 in Prop K Funds, with conditions, for the subject request, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (6):

1. Summary of Applications Received
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Form
6. Proposed Amended Strategic Plan

RESOLUTION ALLOCATING \$653,101 IN PROP K FUNDS, WITH CONDITIONS, TO THE BAY AREA RAPID TRANSIT DISTRICT FOR THE BALBOA PARK STATION EASTSIDE CONNECTIONS – ADDITIONAL SCOPE PROJECT, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULE

WHEREAS, The Bay Area Rapid Transit District (BART) has submitted a request for \$653,101 in Prop K funds for additional scope for the Balboa Park Station Eastside Connections project, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the BART Station Access, Safety and Capacity Prop K Expenditure Plan category; and

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

WHEREAS, To fully fund the Balboa Park Station Eastside Connections – Additional Scope, BART's request includes a concurrent Prop K 5YPP amendment to re-program \$243,101 in Fiscal Year (FY) 2016/17 funds from the 24th and Mission Northeast Plaza Redesign project, which will advance in FY 2018/19 with funds re-programmed from BART's Civic Center Station Improvements project, which will not be advancing in the current 5YPP period; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections – Additional Scope project, as described in Attachment 3 and detailed in the attached allocation request form, which include staff recommendations for the Prop K allocation amount,



required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved FY 2016/17 budget to cover the proposed actions; and

WHEREAS, At its January 11, 2017 special meeting, the Citizens Advisory Committee adopted a motion of support for the staff recommendation; and

WHEREAS, On January 17, 2017, the Plans and Programs Committee reviewed the subject request and recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K BART Station Access, Safety and Capacity 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections – Additional Scope project, as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, Strategic Plan and BART Station Access, Safety and Capacity 5YPP; 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 Schedule detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual

budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute 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 and the Prop K Strategic Plan are hereby amended, as appropriate.

Attachments (5):

1. Summary of Application Received
2. Project Description
3. Staff Recommendation
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Form

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District	
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	8	BART	Balboa Park Station Eastside Connections - Additional Scope	\$ 653,101	\$ 17,925,000	90%	96%	Construction	11	
TOTAL						\$ 17,925,000	90%	96%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: BART (Bay Area Rapid Transit)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
8	BART	Balboa Park Station Eastside Connections - Additional Scope	\$ 653,101	\$ -	Using the requested funds, Measure RR BART bond funds (2016) and state funds, BART will exercise a contract option to expand the scope of work for the subject project. The added scope (valued at \$2.4 million) includes retrofitting the station concourse clerestory with new windows and lighting, and installing new ceilings and lighting throughout the concourse area. The existing scope of work, which is currently under construction and funded with over \$4 million in Prop K and Lifeline Transportation Program funds allocated by the Transportation Authority, includes an accessible connection to the westside walkway, a new eastside deck and headhouse structure, MUNI Metro accessible J/K platform, and an accessible walkway to the BART entrance and MUNI Metro boarding area. The total project cost including the new scope is \$20.9 million. The project will be open for use by June 2018.
TOTAL			\$ 653,101	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
8	BART	Balboa Park Station Eastside Connections - Additional Scope	\$ 653,101	\$ -	<p>5-Year Prioritization Program (5YPP) Amendment: BART is requesting an amendment to the BART Station Access, Safety and Capacity 5YPP to fully fund the subject request. The amendment would reprogram \$243,101 in FY 2016/17 funds for the 24th and Mission Northeast Plaza Redesign project to the subject project, as the 24th Street plaza redesign will not be advancing in the near term. The 24th Street plaza programming would be made whole in FY 2018/19 with \$243,101 reprogrammed from Civic Center Station Improvements. A comprehensive Civic Center modernization project is not advancing in this 5YPP period. However, BART, SFMTA and SF Public Works are currently advancing canopy installation over the stairwells at the four downtown San Francisco BART/MUNI stations along with escalator upgrades and real-time transit information monitors.</p>
TOTAL			\$ 653,101	\$ -	

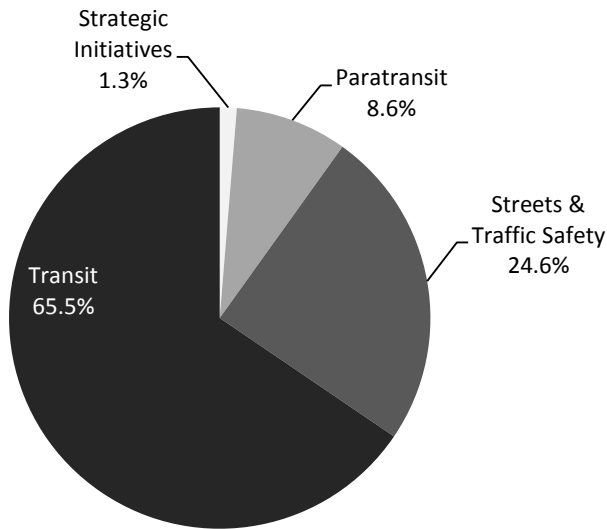
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

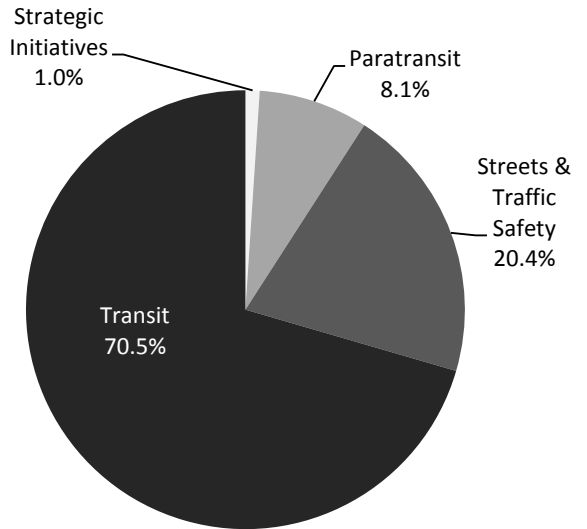
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 88,081,768	\$ 44,099,551	\$ 31,352,768	\$ 12,184,349	\$ 445,100	\$ -
Current Request(s)	\$ 653,101	\$ -	\$ 400,000	\$ 253,101	\$ -	\$ -
New Total Allocations	\$ 88,734,869	\$ 44,099,551	\$ 31,752,768	\$ 12,437,450	\$ 445,100	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



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

FY of Allocation Action: 2016/17

Project Name: Balboa Park Station Eastside Connections - Additional Scope

Grant Recipient: Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Prop K EP category: BART Station Access, Safety and Capacity: (EP-8)

Prop K EP Line Number (Primary): 8 Current Prop K Request: \$ 653,101

Prop K Other EP Line Numbers: _____

Supervisorial District(s): District 11

REQUEST

Brief Project Description (type below)

Project would supplement the existing scope of the Balboa Park Eastside Connections project by retrofitting the station concourse clerestory with new windows, lighting, and ceiling treatment. The overall project will upgrade and modernize the station by improving station access, function, safety, security, and appearance, and improve the customer experience.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached.

Project Location (type below)

Balboa Park BART Station

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? Greater than Programmed Amount

Prop K 5YPP Amount: \$ 410,000 Prop AA Strategic Plan Amount: _____

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

Please describe and justify the necessary amendment:

BART is requesting an amendment to the BART Station Access, Safety and Capacity 5YPP to fully fund the subject request. The amendment would reprogram \$243,101 in FY 2016/17 funds for the 24th and Mission Northeast Plaza Redesign project to the subject project, as the 24th Street plaza redesign will not be advancing in the near term. The 24th Street plaza programming would be made whole in FY 2018/19 with \$243,101 reprogrammed from Civic Center Station Improvements. A comprehensive Civic Center modernization project is not advancing in this 5YPP period. However, BART, SFMTA and SF Public Works are currently advancing canopy installation over the stairwells at the four downtown San Francisco BART/MUNI stations along with escalator upgrades and real-time transit information monitors.

Balboa Park Station Eastside Connections – Additional Scope DETAILED SCOPE

Project Need

The Balboa Park BART/Muni Station is one of the busiest intermodal transit facilities in the region. As the major hub for the southern part of San Francisco, the station serves more than 24,000 passengers daily with its four BART lines, multiple major local bus routes, and three light rail transit (LRT) lines. But access to the station, particularly for non-auto modes, is complicated by tightly squeezed station functions and by the nearby I-280 Geneva-Ocean Avenue interchange system, which has multiple on- and off-ramps that deliver heavy auto traffic to the station and its surrounding neighborhoods. The conflicts between fast-moving auto traffic and station-related movements, including bus operations, private vehicle passenger drop-off activity, and pedestrian crossings, detract from the station's ability to provide a high-quality passenger experience.

Overall Project Description and Benefits

To help address these issues, the Balboa Park Station Eastside Connections project consists of connecting the newly added eastside entrance plaza with the addition of a new Muni platform on the eastside of the BART Balboa Park Station while updating the existing station architecture to suit its new role as a major entrance with the addition of improved lighting, signage and access to the station concourse. Key features include:

- New east side Muni passenger boarding platform
- New pedestrian bridge connecting east side to west side of station
- New lighting
- Ceiling treatment
- Signage and separation barrier between free/paid area
- Wall finishes
- Improve overall appearance of station concourse area
- Muni passenger will have safer access to BART station
- BART patrons will have direct access from east side to west side of station and vice versa
- Enable easier access to the station and Muni bus connections
- Improved security with new lighting

Since 2010, the Transportation Authority has allocated \$2.2 million in Prop K funds and \$1.9 million in Lifeline Transportation Program funds to BART for this project.

BART awarded the construction contract to Proven Management, Inc. in November 2015.

Accomplishments to-date include:

- Contractor is continuing with submittals and Site Specific Work Plan approval.
- Resident Engineer is working with Contractor, BART, and MUNI to coordinate work for the SFMTA elevated platform. Demolition of existing SFMTA platform and sidewalk adjacent to SFMTA track has been completed. Excavation has begun for the new Overhead Catenary Support poles.
- Work on demolition of existing granite panel in the BART station continues over the M2 track
- Demolition of portions of the station superstructure wall have been completed
- Wayfinding: Finalized 100% Plans and Specifications. Designer is incorporating comments from District Architect into IFB package.

Current Request

The awarded construction contract included four optional work packages authorized by the BART Board, subject to funding availability. The requested \$653,101 in Prop K funds would leverage \$1.8 million in BART funds to fund construction option #3 for \$2.4 million. Due to the limited amount of funding available to award the Options, Option #3 was prioritized for award over the other 3 options. The four work options are summarized below:

Option #3 - Retrofit Concourse Clerestory- new glazing at window opening, lighting, bird netting, etc., new ceiling & lighting Concourse area

Option #4 - Install louvers, vent system, change sliding panels, other miscellaneous work

Option #5 - Install new travertine stone wall panels - South Concourse, install new "image" glazing at South Concourse Head wall

Option #6 - Clean clerestory exterior walls, replace damaged skylight

Option #3 will complement the base Balboa Park Eastside Connections construction work by improving the comfort and appearance of the station. The concourse clerestory was originally designed to provide natural lighting and spacious feeling to the concourse area, however, the original materials were replaced with lower-cost opaque wooden panels that have contributed to a dark station environment. These wooden panels and other parts of the station ceiling are deteriorating and retrofitting them under the existing construction contract provides an opportunity to make a valuable improvement to the comfort and appearance of the station.

Overall, since the previous Prop K request, the Balboa Park Eastside Connections project budget / forecast has increased from approximately \$15M to \$21M (which includes the proposed contract Option #3 at \$2.4M) due to the addition of SFMTA-related scope of \$1.6M, a contracting environment where bids are coming in higher than the engineer's estimate, and a \$1.2M increase in the corresponding Project and Change Order contingency amounts.

Outreach

BART has been issuing passenger bulletins prior to and during construction informing patrons of the project. BART has also set up a website <http://www.bart.gov/about/projects/balboa> indicating the progress of the project and any pertinent information regarding the work.

Balboa Park Eastside Connection (BPESC)– 2016 Outreach Efforts include:

- Briefing provided for Supervisor John Avalos on current project status of BPESC Project (Jan 2016)
- Sponsored and staffed BART booth at Glen Park Neighborhood Association and provided public information about the BPESC Project. (April 2016)
- Sponsored and staffed BART booth at the Excelsior Art & Music Festival providing the neighborhood with updated information about the BPESC project. (October 2016)
- Work closely with SFMTA counterparts to discuss temporary entrance closure, public outreach plan for closure and signage (Oct 2016)
- In-Station Outreach at Balboa Park Station to customers to share Station Modernization & Eastside Connection progress (June 2016)
- District 11 Council – Provide update on project progress (June 2016)
- Quarterly Presentations to Balboa Park Community Advisory Council (BPCAC) – Jan /Mar/ June / Aug / Sept 2016

- Staff briefing for Supervisor John Avalos to discuss BPESC Project status, and planned weekend BART closures for summer 2016 from DC to Balboa Park to Glen Park (June 2016)
- City College & Lick Wilmerding – Outreach E-blasts to update west side walkway users
- BART participation at BART / City & County of SF Quarterly Coordination meetings (includes: SFMTA / DPW / Mayor’s Office / SFCTA / BART staff
- Outreach to Cayuga Park Improvement Association – Attended neighborhood meeting and provided project update (July 16)
- Outreach to OMI Neighborhood – Attended neighborhood Monthly Meeting and provided project update – (July 18)
- Attend Monthly meetings with Mayor’s Office of Neighborhood Services (MONS) to provide project updates to city service providers (311, Park & Rec, SFMTA, SFDPW, SFPD, etc.)
- Co-Host of Balboa Park Community meeting (SFMTA, Mayors Office, Developer & Partners) – staffed table with BART information to share with public (Oct 2016)

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

Project Name: Balboa Park Station Eastside Connections - Additional Scope

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2013	Jan-Mar	2014
Environmental Studies (PA&ED)	Jul-Sep	2010	Jan-Mar	2011
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2014	Apr-Jun	2015
Advertise Construction	Jul-Sep	2015		
Start Construction (e.g. Award Contract)	Oct-Dec	2015		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2018
Project Completion (means last eligible expenditure)			Jan-Mar	2019

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

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

Project Name: Balboa Park Station Eastside Connections - Additional Scope

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 243,101	\$ 410,000	\$ -	\$ 653,101
BART Measure RR	\$ -	\$ 1,421,899	\$ -	\$ 1,421,899
Prop 1B	\$ -	\$ 350,000	\$ -	\$ 350,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 243,101	\$ 2,181,899	\$ -	\$ 2,425,000

This is the funding plan for the supplemental scope addressed in this request, not the full construction phase.

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 653,101	\$ 2,230,000	\$ 2,883,101
Lifeline - STA	\$ -	\$ -	\$ 747,440	\$ 747,440
Lifeline - Prop 1B	\$ -	\$ -	\$ 1,503,610	\$ 1,503,610
Prop 1B PTMISEA	\$ -	\$ -	\$ 14,370,000	\$ 14,370,000
BART Measure RR	\$ -	\$ -	\$ 1,421,899	\$ 1,421,899
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 653,101	\$ 20,272,949	\$ 20,926,050

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 3,001,050	\$ -	\$ -	
Construction (CON)	\$ 17,925,000	\$ 653,101	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 20,926,050	\$ 653,101	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 400,000	\$ 253,101	\$ -	\$ -	\$ 653,101
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
Project Name: Balboa Park Station Eastside Connections - Additional Scope

MAJOR LINE ITEM BUDGET	
BUDGET - CONSTRUCTION PHASE	
TASK	Totals
Construction Contract + Option #3	\$ 11,187,000
Change Order contingency (5% of construction phase)	\$ 918,000
Wayfinding construction contract	\$ 1,500,000
Subtotal construction contract	\$ 13,605,000
Design Svcs During Construction	\$ -
Construction Management, Safety Monitors (17% of construction phase)	\$ 3,000,000
Project contingency (7% of construction phase)	\$ 1,320,000
Total construction phase	\$ 17,925,000

CONSTRUCTION CONTRACT ELEMENTS

Task	Quantity	Unit	Unit Price	Total
1. Differing Site Conditions	1	Allowance	\$ 450,000	\$ 450,000
2. Partnering	1	Allowance	\$ 20,000	\$ 20,000
3. Operating System Delays	1	Allowance	\$ 100,000	\$ 100,000
4. Haz-Mat handling and disposal	1	Allowance	\$ 250,000	\$ 250,000
5. SFMTA coordination	1	Allowance	\$ 75,000	\$ 75,000
6. Signage for Better BART	1	Allowance	\$ 20,000	\$ 20,000
7. Mobilization	1	L.S.	\$ 850,000	\$ 850,000
8. SFMTA Electrical Work	1	L.S.	\$ 135,000	\$ 135,000
9. SFMTA Overhead Special Work at Crossover Track	1	L.S.	\$ 200,000	\$ 200,000
10. SFMTA Provide Trolley Pole	4	Each	\$ 60,000	\$ 240,000
11. SFMTA remove & dispose of trolley poles & fdns	4	Each	\$ 8,000	\$ 32,000
12. All other demolition	1	L.S.	\$ 300,000	\$ 300,000
13. Metal Fabrication	1	L.S.	\$ 575,000	\$ 575,000
14. New East Walkway & SFMTA platform CIP concrete & rebar	1	L.S.	\$ 1,000,000	\$ 1,000,000
15. New Eastside Entrance Headhouse structural steel frame	1	L.S.	\$ 1,300,000	\$ 1,300,000
16. Conversion/retrofit of exist. planter to pedestrian bridge	1	L.S.	\$ 100,000	\$ 100,000
17. New Concourse floor in-fill	1	L.S.	\$ 400,000	\$ 400,000
18. Intumescent fire proofing coating	1	L.S.	\$ 300,000	\$ 300,000
19. Glazed aluminum curtain wall	1	L.S.	\$ 290,000	\$ 290,000
20. Image glazing	1	L.S.	\$ 65,000	\$ 65,000

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

21. Glazed/sloped Aluminum roof & fall protection safety measures	1	L.S.	\$ 390,000	\$ 390,000
22. Overhead bi-fold door systems	1	L.S.	\$ 650,000	\$ 650,000
23. Tony Sacco Memorial wall	1	L.S.	\$ 70,000	\$ 70,000
24. Other base work	1	L.S.	\$ 435,000	\$ 435,000
25. All electrical related work	1	L.S.	\$ 470,000	\$ 470,000
26. Civil work incl. excavation & back fill	1	L.S.	\$ 45,000.00	\$ 45,000
SUBTOTAL				\$ 8,762,000
Option #3 (Subject of this request)				
27. Clerestory glazing infill at high bay / skylight section, Framed linear soffit with high bay led fixtures, Pigeon protection	1	L.S.	\$ 375,000	\$ 375,000
28. Suspended metal ceiling with recessed down lights throughout concourse level, Ticketing area skylight, and TVM cabinet soffit modification	1	L.S.	\$ 1,900,000	\$ 1,900,000
29. Allowance for differing site conditions	1	L.S.	\$ 150,000	\$ 150,000
Option #3 SUBTOTAL	1	L.S.	\$ 2,425,000	\$ 2,425,000
Contingency				\$ 918,000
Eastside Walkway Contract Total				\$ 12,105,000
Wayfinding construction contract Total				\$ 1,500,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/5/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Balboa Park Station Eastside Connections - Additional Scope

Grant Recipient: Bay Area Rapid Transit District

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	73.07%	No Prop AA
Actual Leveraging - This Project	86.22%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: Bay Area Rapid Transit District

SGA Project Number: 108-xxxxxx **Name:** Balboa Park Station Eastside Connections - Additional Scope

Phase: Construction (CON) **Fund Share:** 26.93%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$400,000	\$ 253,101			\$653,101

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 653,101

Current Prop AA Request: \$ -

Project Name: Balboa Park Station Eastside Connections - Additional Scope

Grant Recipient: Bay Area Rapid Transit District

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.

Required for Allocation Request Form Submission
Initials of sponsor staff member verifying the above statement


CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Michael Wong

Todd Morgan

Title: Project Manager

Principal Financial Analyst

Phone: 510-464-6497

510-464-6551

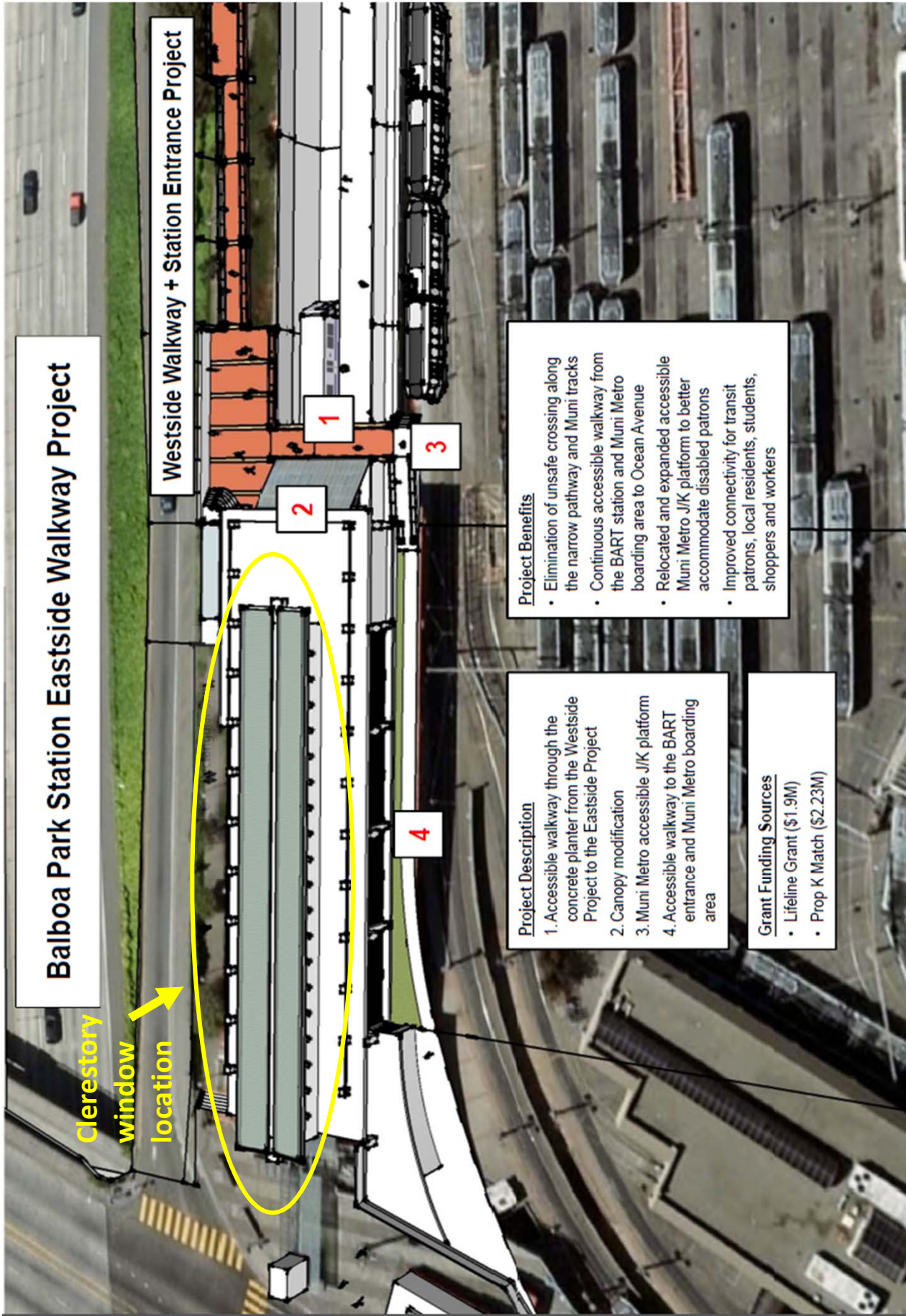
Email: mwong@bart.gov

tmorgan@bart.gov

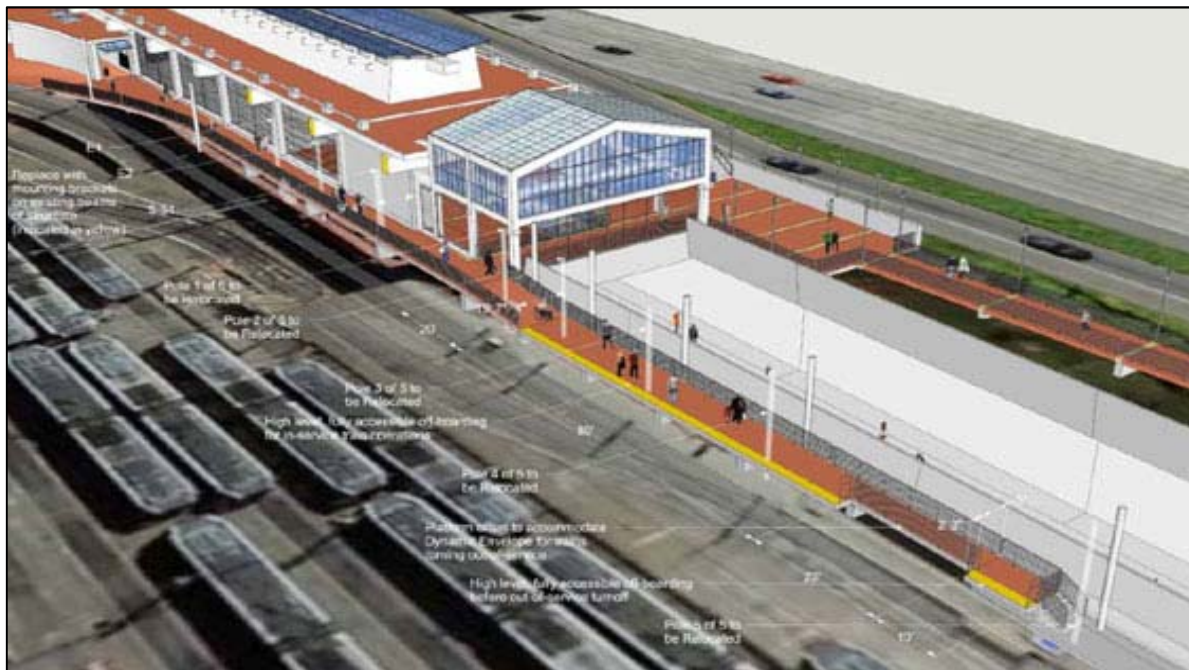
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
MAPS AND DRAWINGS

Vicinity of Balboa Park Station





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

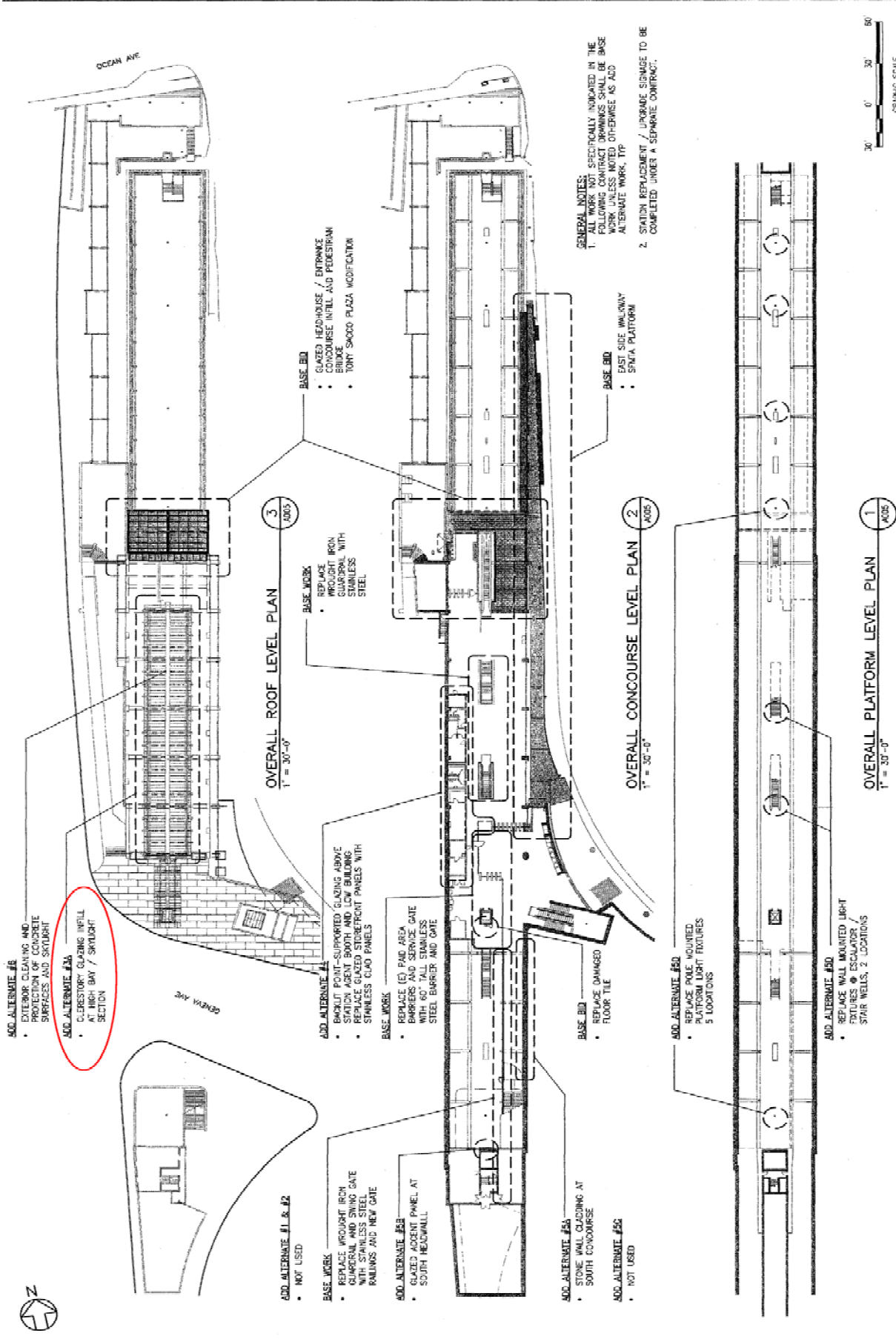


Eastside Connections accessible path and new headhouse (base project)



Station interior with retrofitted glass clerestory windows (included in Option #3)

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



GENERAL NOTES:
 1. ALL WORK NOT SPECIFICALLY INDICATED IN THE FOLLOWING CONTRACT DRAWINGS SHALL BE BASE WORK UNLESS NOTED OTHERWISE AS ADD ALTERNATE WORK, TYP.
 2. STATION REPLACEMENT / UPGRADE SIGNAGE TO BE COMPLETED UNDER A SEPARATE CONTRACT.

GRAPHIC SCALE: 30' 0' 30' 60'

ADD ALTERNATE #6:
 • EXTERIOR CLEANING AND MAINTENANCE SURFACES AND SIGNAGE

ADD ALTERNATE #7A:
 • CLERESTORY GLAZING INWELL AT HIGH BAY / SKYLIGHT SECTION

ADD ALTERNATE #1 & #2:
 • NOT USED

BASE WORK:
 • REPLACE WROUGHT IRON GUARDRAIL AND SWING GATE WITH STAINLESS STEEL RAILINGS AND NEW GATE

ADD ALTERNATE #3:
 • GLAZED ACCENT PANEL AT SOUTH HEADWALL

ADD ALTERNATE #4:
 • STONE WALL CHASING AT SOUTH CONCOURSE

ADD ALTERNATE #5:
 • NOT USED

BASE WORK:
 • REPLACE POINT-SUPPORTED GLAZING ABOVE STATION AGENT BOOTH AND LOW BUILDING
 • REPLACE GLAZED STOREFRONT PANELS WITH STAINLESS CLAD PANELS

BASE WORK:
 • REPLACE (E) PAID AREA BARRIERS AND SERVICE GATE WITH 60" TALL STAINLESS STEEL BARRIER AND GATE

BASE WORK:
 • REPLACE IRON GUARDRAIL WITH STAINLESS STEEL

BASE WORK:
 • GLAZED HEADHOUSE / ENTRANCE CONCOURSE INWELL AND PEDESTRIAN BRIDGE
 • TONY SHOGO PLAZA MODIFICATION

BASE BID:
 • EAST SIDE WALKWAY
 • SP/TA PLATFORM

ADD ALTERNATE #8A:
 • REPLACE POLY MOUNTED PLUMBING LIGHT FIXTURES 5 LOCATIONS

ADD ALTERNATE #8B:
 • REPLACE WALL MOUNTED LIGHT FIXTURES 13 LOCATIONS
 • STAIR WELLS, 2 LOCATIONS

OVERALL ROOF LEVEL PLAN
 1" = 30'-0"

OVERALL CONCOURSE LEVEL PLAN
 1" = 30'-0"

OVERALL PLATFORM LEVEL PLAN
 1" = 30'-0"

REVISIONS:
 0. P.F.M.G.
 1. B.B.C.
 2. J.A.M.
 3. P.F.M.G.
 4. J.A.M.
 5. J.C.M.
 2014.02.02

HALF SIZE

APPROVED: [Signature]
 BAC - URS JONT VENTURE

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 ROBIN CHANG & COMPANY

BART BALBOA PARK STATION
 EAST SIDE CONNECTION IMPROVEMENTS
 PHASE 2
 BASE AND ADD ALTERNATE WORK SUMMARY
 FLOOR PLANS

ADD05
 110G-130
 A005
 33

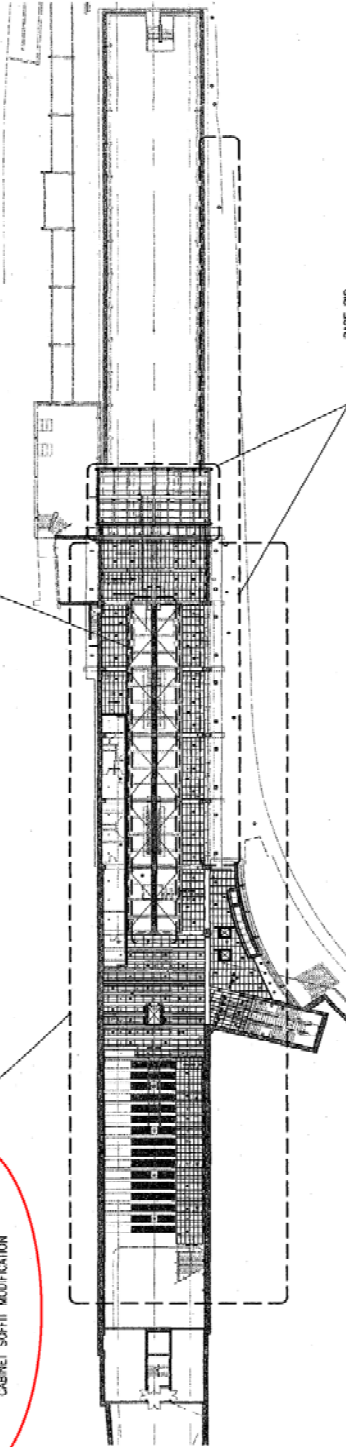


ADD. ALTERNATE #3B

- SUSPENDED METAL CEILING WITH RECESSED DOWN LIGHTS THROUGHOUT CONCOURSE LEVEL IN AREAS INDICATED
- TESTING AREA SPLITLIGHT AND TWIN CABINET SOFFIT MODIFICATION

ADD. ALTERNATE #3A

- FRAMED LINEAR SOFFIT WITH HIGH BAY LED FIXTURES
- PIGEON PROTECTION



OVERALL CONCOURSE LEVEL REFLECTED CEILING PLAN
 1
 1" = 30'-0"
 A006

BASE BID

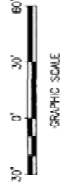
- INTERIOR AND EXTERIOR DOWN LIGHTS AT HEADHOUSE
- OVERHEAD LIGHTING AT THE EAST-SIDE WALKWAY AND STAIRA PLATFORMS
- METAL CEILING AND LIGHTING BELOW CONCOURSE FLOOR WELL

GENERAL NOTES:

- ALL WORK NOT SPECIFICALLY INDICATED IN THE FOLLOWING CONTRACT DRAWINGS SHALL BE BASE WORK UNLESS NOTED OTHERWISE AS ADD. ALTERNATE WORK.
- REFER TO STORAGE SHEETS FOR STORAGE WORK, TYP.



OVERALL PLATFORM LEVEL REFLECTED CEILING PLAN
 2
 1" = 30'-0"
 A007



		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BSC - URS JOINT VENTURE ROBIN CHANG & COMPANY SUBMITTED: <i>[Signature]</i> APPROVED: <i>[Signature]</i>		CAD FILENAME FILE SCALE CONTRACT NO. 1106-130 CONTRACT SHEET NO. A006 REV. P 1" = 30' 1106-130 A006 34
BART BALBOA PARK STATION EAST SIDE CONNECTION IMPROVEMENTS PHASE 2 BASE AND ADD. ALTERNATE WORK SUMMARY REFLECTED CEILING PLANS		HALF SIZE ISSUED FOR BID 2014.02.28 DATE		2014.02.28 DATE



Memorandum

Date: 01.12.17 **RE:** Plans and Programs Committee
January 17, 2017

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Breed, Peskin and Wiener (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *TTC*

Subject: **ACTION** – Recommend Allocation of \$653,101 in Prop K Funds, with Conditions, to the Bay Area Rapid Transit District for the Balboa Park Station Eastside Connections – Additional Scope Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule

Summary

As summarized in Attachments 1 and 2, the Bay Area Rapid Transit District (BART) has requested \$653,101 in Prop K sales tax funds for construction of additional scope for the Balboa Park Station Eastside Connections project. To help improve access to this busy and tightly constrained station, the original project, which is currently under construction, consists of connecting the eastside walkway with a new deck and headhouse structure, an accessible Muni Metro J/K boarding platform, and an accessible walkway to the station's entrance and MUNI Metro boarding area. This request would help fund \$2.4 million of additional improvements in the station, including retrofitting the concourse clerestory with new glazing to replace wooden panels that currently block window openings, as well as new lighting and ceilings throughout the concourse. Requested Prop K funds would leverage Measure RR BART Bond funds approved by voters in November 2016. The total project cost including the new scope is \$20.9 million, of which the Transportation Authority has allocated over \$4 million in Prop K and Lifeline Transportation Program funds to date. The project will be open for use by June 2018.

BACKGROUND

The Bay Area Rapid Transit District (BART) has requested \$653,101 in Prop K sales tax funds for construction of additional scope elements for the Balboa Park Station Eastside Connections project. The existing scope of work, which is currently under construction and funded with over \$4 million in Prop K and Lifeline Transportation Program funds programmed by the Transportation Authority, includes an accessible connection to the westside walkway, a new eastside deck and headhouse structure, an accessible MUNI Metro J/K platform, and an accessible walkway to the BART entrance and MUNI Metro boarding area. The request comes from the following Prop K Expenditure Plan line item:

- BART Station Access, Safety and Capacity

Transportation Authority Board adoption of a Prop K 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from this programmatic category.

DISCUSSION

The purpose of this memorandum is to present BART's request for \$653,101 in Prop K funds for the Balboa Park Station Eastside Connections project and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the request, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of the project. A detailed scope, schedule, budget and funding plan for the project is included in the attached Allocation Request Form.

This \$653,101 Prop K request would help fund \$2.4 million of additional improvements, including retrofitting the concourse clerestory with new glazing to replace wooden panels that currently block window openings, as well as lighting and constructing a new ceiling and lighting in the concourse area. Prop K funds would leverage Measure RR BART Bond funds approved by voters in November 2016, and a small amount of State Prop 1B funds.

The total project cost including the new scope is \$20.9 million of which the Transportation Authority will have provided nearly \$4.7 million in Prop K and Lifeline Transportation Program funds. The project will be open for use by June 2018.

Staff Recommendation: Attachment 3 summarizes the staff recommendation for the request, highlighting special conditions and other items of interest. Transportation Authority and BART staff will attend the Plans and Programs Committee meeting to provide a brief presentation and to respond to any questions that the committee members may have.

ALTERNATIVES

1. Recommend allocation of \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections Project – Additional Scope project, subject to the attached Fiscal Year Cash Flow Distribution Schedule, as requested.
2. Recommend allocation of \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections Project – Additional Scope project, subject to the attached Fiscal Year Cash Flow Distribution Schedule, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its January 11, 2017 special meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$653,101 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for one request. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

The FY 2016/17 Prop K Allocation Summary (Attachment 4) shows the total allocations and annual cash flow commitments for approved FY 2016/17 allocations to date and for the recommended allocation that is the subject of this memorandum.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommendation

action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections – Additional Scope project, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (5):

1. Summary of Application Received
2. Project Description
3. Staff Recommendation
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Form

RESOLUTION SUPPORTING ASSEMBLYMAN TING'S ASSEMBLY BILL (AB) 87 TO CURB
ILLEGAL SELF-DRIVING CARS

WHEREAS, San Francisco has adopted a Vision Zero policy to ensure the safety of our public realm for pedestrians, cyclist and vehicle passengers and drivers; and

WHEREAS, It has been well-documented that the scantily regulated Transportation Network Company (TNC) vehicles and “autonomous” or “self-driving” vehicles pose serious safety threats to the general public; and

WHEREAS, Assemblyman Phil Ting has taken initial steps to protect the public by introducing California Assembly Bill (AB) 87, which codifies the Department of Motor Vehicles' (DMV) ability to revoke the vehicle registration for autonomous vehicles that violate the DMV's Autonomous Vehicle Tester Program and fine the TNCs that operate said vehicles, as well as give local law enforcement jurisdiction to impound said vehicles; and

WHEREAS, AB 87 sends a clear message to TNCs that there are consequences for operating outside of the law by prohibiting TNCs from obtaining a permit to legally test autonomous vehicle technology on California roads for a minimum of two years; and

WHEREAS, Assemblyman Ting has also committed to developing standards for the DMV requiring disclosure of basic information to the general public about autonomous vehicles operating on local roads, including when permits are issued; now, therefore, be it

RESOLVED, That the Transportation Authority strongly supports AB 87 and urges the California State Legislature to adopt it, in order to further the goals of Vision Zero and protect the safety of the general public; and, be it further

RESOLVED, That the Transportation Authority commits to working with the City and County of San Francisco and the California State Legislature to ensure that DMV disclosure standards



and local controls are put in place to ensure public transparency and proper regulation of the growing number of TNC vehicles on our already-congested city streets.

ASSEMBLY BILL**No. 87**

**Introduced by Assembly Member Ting
(Coauthor: Assembly Member Nazarian)**

January 5, 2017

An act to amend Section 38750 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 87, as introduced, Ting. Autonomous vehicles.

Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified.

This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions

and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 38750 of the Vehicle Code is amended
2 to read:
3 38750. (a) For purposes of this division, the following
4 definitions apply:
5 (1) “Autonomous technology” means technology that has the
6 capability to drive a vehicle without the active physical control or
7 monitoring by a human operator.
8 (2) (A) “Autonomous vehicle” means any vehicle equipped
9 with autonomous technology that has been integrated into that
10 vehicle.
11 (B) An autonomous vehicle does not include a vehicle that is
12 equipped with one or more collision avoidance systems, including,
13 but not limited to, electronic blind spot assistance, automated
14 emergency braking systems, park assist, adaptive cruise control,
15 lane keep assist, lane departure warning, traffic jam and queuing
16 assist, or other similar systems that enhance safety or provide driver
17 assistance, but are not capable, collectively or singularly, of driving
18 the vehicle without the active control or monitoring of a human
19 operator.
20 (3) “Department” means the Department of Motor Vehicles.
21 (4) An “operator” of an autonomous vehicle is the person who
22 is seated in the driver’s seat, or, if there is no person in the driver’s
23 seat, causes the autonomous technology to engage.
24 (5) A “manufacturer” of autonomous technology is the person
25 as defined in Section 470 that originally manufactures a vehicle
26 and equips autonomous technology on the originally completed
27 vehicle or, in the case of a vehicle not originally equipped with
28 autonomous technology by the vehicle manufacturer, the person
29 that modifies the vehicle by installing autonomous technology to
30 convert it to an autonomous vehicle after the vehicle was originally
31 manufactured.

1 (b) An autonomous vehicle may be operated on public roads
2 for testing purposes by a driver who possesses the proper class of
3 license for the type of vehicle being operated if all of the following
4 requirements are met:

5 (1) The autonomous vehicle is being operated on roads in this
6 state solely by employees, contractors, or other persons designated
7 by the manufacturer of the autonomous technology.

8 (2) The driver shall be seated in the driver's seat, monitoring
9 the safe operation of the autonomous vehicle, and capable of taking
10 over immediate manual control of the autonomous vehicle in the
11 event of an autonomous technology failure or other emergency.

12 (3) Prior to the start of testing in this state, the manufacturer
13 performing the testing shall obtain an instrument of insurance,
14 surety bond, or proof of self-insurance in the amount of five million
15 dollars (\$5,000,000), and shall provide evidence of the insurance,
16 surety bond, or self-insurance to the department in the form and
17 manner required by the department pursuant to the regulations
18 adopted pursuant to subdivision (d).

19 (c) Except as provided in subdivision (b), an autonomous vehicle
20 shall not be operated on public roads until the manufacturer submits
21 an application to the department, and that application is approved
22 by the department pursuant to the regulations adopted pursuant to
23 subdivision (d). The application shall contain, at a minimum, all
24 of the following certifications:

25 (1) A certification by the manufacturer that the autonomous
26 technology satisfies all of the following requirements:

27 (A) The autonomous vehicle has a mechanism to engage and
28 disengage the autonomous technology that is easily accessible to
29 the operator.

30 (B) The autonomous vehicle has a visual indicator inside the
31 cabin to indicate when the autonomous technology is engaged.

32 (C) The autonomous vehicle has a system to safely alert the
33 operator if an autonomous technology failure is detected while the
34 autonomous technology is engaged, and when an alert is given,
35 the system shall do either of the following:

36 (i) Require the operator to take control of the autonomous
37 vehicle.

38 (ii) If the operator does not or is unable to take control of the
39 autonomous vehicle, the autonomous vehicle shall be capable of
40 coming to a complete stop.

1 (D) The autonomous vehicle shall allow the operator to take
2 control in multiple manners, including, without limitation, through
3 the use of the brake, the accelerator pedal, or the steering wheel,
4 and it shall alert the operator that the autonomous technology has
5 been disengaged.

6 (E) The autonomous vehicle's autonomous technology meets
7 Federal Motor Vehicle Safety Standards for the vehicle's model
8 year and all other applicable safety standards and performance
9 requirements set forth in state and federal law and the regulations
10 promulgated pursuant to those laws.

11 (F) The autonomous technology does not make inoperative any
12 Federal Motor Vehicle Safety Standards for the vehicle's model
13 year and all other applicable safety standards and performance
14 requirements set forth in state and federal law and the regulations
15 promulgated pursuant to those laws.

16 (G) The autonomous vehicle has a separate mechanism, in
17 addition to, and separate from, any other mechanism required by
18 law, to capture and store the autonomous technology sensor data
19 for at least 30 seconds before a collision occurs between the
20 autonomous vehicle and another vehicle, object, or natural person
21 while the vehicle is operating in autonomous mode. The
22 autonomous technology sensor data shall be captured and stored
23 in a read-only format by the mechanism so that the data is retained
24 until extracted from the mechanism by an external device capable
25 of downloading and storing the data. The data shall be preserved
26 for three years after the date of the collision.

27 (2) A certification that the manufacturer has tested the
28 autonomous technology on public roads and has complied with
29 the testing standards, if any, established by the department pursuant
30 to subdivision (d).

31 (3) A certification that the manufacturer will maintain, an
32 instrument of insurance, a surety bond, or proof of self-insurance
33 as specified in regulations adopted by the department pursuant to
34 subdivision (d), in an amount of five million dollars (\$5,000,000).

35 (d) (1) As soon as practicable, but no later than January 1,
36 2015, the department shall adopt regulations setting forth
37 requirements for the submission of evidence of insurance, surety
38 bond, or self-insurance required by subdivision (b), and the
39 submission and approval of an application to operate an
40 autonomous vehicle pursuant to subdivision (c).

1 (2) The regulations shall include any testing, equipment, and
2 performance standards, in addition to those established for purposes
3 of subdivision (b), that the department concludes are necessary to
4 ensure the safe operation of autonomous vehicles on public roads,
5 with or without the presence of a driver inside the vehicle. In
6 developing these regulations, the department may consult with the
7 Department of the California Highway Patrol, the Institute of
8 Transportation Studies at the University of California, or any other
9 entity identified by the department that has expertise in automotive
10 technology, automotive safety, and autonomous system design.

11 (3) The department may establish additional requirements by
12 the adoption of regulations, which it determines, in consultation
13 with the Department of the California Highway Patrol, are
14 necessary to ensure the safe operation of autonomous vehicles on
15 public roads, including, but not limited to, regulations regarding
16 the aggregate number of deployments of autonomous vehicles on
17 public roads, special rules for the registration of autonomous
18 vehicles, new license requirements for operators of autonomous
19 vehicles, and rules for revocation, suspension, or denial of any
20 license or any approval issued pursuant to this division.

21 (4) The department shall hold public hearings on the adoption
22 of any regulation applicable to the operation of an autonomous
23 vehicle without the presence of a driver inside the vehicle.

24 (e) (1) The department shall approve an application submitted
25 by a manufacturer pursuant to subdivision (c) if it finds that the
26 applicant has submitted all information and completed testing
27 necessary to satisfy the department that the autonomous vehicles
28 are safe to operate on public roads and the applicant has complied
29 with all requirements specified in the regulations adopted by the
30 department pursuant to subdivision (d).

31 (2) Notwithstanding paragraph (1), if the application seeks
32 approval for autonomous vehicles capable of operating without
33 the presence of a driver inside the vehicle, the department may
34 impose additional requirements it deems necessary to ensure the
35 safe operation of those vehicles, and may require the presence of
36 a driver in the driver's seat of the vehicle if it determines, based
37 on its review pursuant to paragraph (1), that such a requirement is
38 necessary to ensure the safe operation of those vehicles on public
39 roads. The department shall notify the Legislature of the receipt
40 of an application from a manufacturer seeking approval to operate

1 an autonomous vehicle capable of operating without the presence
2 of a driver inside the vehicle and approval of the application.
3 Approval of the application shall be effective no sooner than 180
4 days after the date the application is submitted.

5 (f) Nothing in this division shall limit or expand the existing
6 authority to operate autonomous vehicles on public roads, until
7 120 days after the department adopts the regulations required by
8 paragraph (1) of subdivision (d).

9 (g) Federal regulations promulgated by the National Highway
10 Traffic Safety Administration shall supersede the provisions of
11 this division when found to be in conflict with any other state law
12 or regulation.

13 (h) The manufacturer of the autonomous technology installed
14 on a vehicle shall provide a written disclosure to the purchaser of
15 an autonomous vehicle that describes what information is collected
16 by the autonomous technology equipped on the vehicle. The
17 department may promulgate regulations to assess a fee upon a
18 manufacturer that submits an application pursuant to subdivision
19 (c) to operate autonomous vehicles on public roads in an amount
20 necessary to recover all costs reasonably incurred by the
21 department.

22 (i) (1) *If the department determines that an autonomous vehicle*
23 *is being operated in violation of this division, the department shall*
24 *revoke the registration for that vehicle.*

25 (2) *A peace officer, as defined in Chapter 4.5 (commencing with*
26 *Section 830) of Title 3 of Part 2 of the Penal Code, may cause the*
27 *removal and seizure of a vehicle found to be operating on public*
28 *streets with a registration revoked pursuant to this subdivision in*
29 *accordance with Chapter 10 (commencing with Section 22650) of*
30 *Division 11.*

31 (3) *A manufacturer or operator found by the department to be*
32 *in violation of this division shall not be eligible to apply to the*
33 *department to operate an autonomous vehicle pursuant to this*
34 *division for a period of two years from the date of the violation.*

35 (4) *A violation of this section is not an infraction pursuant to*
36 *Section 4000.1. The department may impose a penalty of up to*
37 *twenty-five thousand dollars (\$25,000) per day for each*

- 1 *autonomous vehicle a manufacturer of an operator operates in*
- 2 *violation of this division.*

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MOTION ADOPTING THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY 2016 ANNUAL REPORT

Pursuant to Section 131303 of the California Public Utilities Code, the Transportation Authority hereby adopts the San Francisco County Transportation Authority 2016 Annual Report.

Enclosure:

1. Draft 2016 Annual Report