



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, March 21, 2017; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

Clerk: Steve Stamos

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1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**

Consent Agenda

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| 4. | Approve the Minutes of the March 14, 2017 Meeting – ACTION* | 5 |
| 5. | [Final Approval] Appoint Myla Ablog to the Citizens Advisory Committee – ACTION* | 19 |
| 6. | [Final Approval] Adopt Positions on State Legislation – ACTION* | 27 |
| 7. | [Final Approval] Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION* | 41 |
| 8. | [Final Approval] Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION* | 53 |
| 9. | [Final Approval] Allocate \$34,566,349 in Prop K Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION* | 65 |

Board Meeting Agenda

10. **[Final Approval]** Approve the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – **ACTION*** 79
11. Major Capital Projects Update – Central Subway – **INFORMATION*** 83

End of Consent Agenda

12. Update on the Peninsula Corridor Electrification Project – **INFORMATION*** 91
13. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – **INFORMATION*** 93
14. Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – **INFORMATION*** 101

Other Items

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

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

16. Public Comment
17. Adjournment

***Additional Materials**

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

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Board Meeting Agenda

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 14, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:05 a.m.

Present at Roll Call: Commissioners Farrell, Fewer, Peskin, Ronen, Sheehy, Tang and Yee (7)

Absent at Roll Call: Commissioners Cohen and Safai (entered during Item 2), Kim (entered during Item 5) and Breed (entered during Item 6) (4)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that on Item 9 the CAC raised questions about the Arguello Boulevard signal upgrades and the historical preservation being a reason for needing the environmental clearance. He said that on Item 10, he was disappointed that Cargo Way in District 10 would not be addressed, and noted the multi-jurisdictional and inter-agency coordination that would likely need to happen to move that project forward. He said on the Potrero Gateway Loop, the CAC was impressed with the ambitious nature of the project and that Prop AA funds were being used to heal a neighborhood that was adversely affected by a freeway. He said he hoped to see similar projects in neighborhoods along the freeway, particularly in the southeast area of the city. On Item 11, he said the CAC heard from a number of residents and that the pricing and reservation system seemed to have a lot of community support. Regarding Item 11, he expressed frustration with people not being made aware of Citizen Working Group meetings and said that the CAC would like to have a walking tour of the project site.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the February 28, 2017 Meeting – ACTION

4. Update on the Peninsula Corridor Electrification Project – INFORMATION

Tilly Chang, Executive Director, commented that Caltrain staff had provided an update that was included in the meeting packet but unfortunately could not attend the meeting as they were in Sacramento and Washington D.C. She said Caltrain was continuing to advocate for inclusion in the President's budget, and that staff was meeting with members of Congress to discuss the project. She said the Federal Transit Administration (FTA) had announced the delayed recommendation and signing of the Full Funding Grant Agreement (FFGA) until the President's budget was submitted to Congress, which was expected in April/May. She said Caltrain would provide a more complete update at the next Board meeting.

During public comment, Roland Lebrun stated that the project update did not include that the California Department of Finance had recently replied to the California High-Speed Rail Authority (CHSRA) that it would not be authorizing the \$600 million in Prop 1A bonds since the FFGA was not signed so they could not match it. He said this was not entirely correct and that there was currently a lawsuit regarding non-compliance with the bond. He said that the year prior, San Mateo County had tried to obtain an additional \$84 million for the Caltrain Hillsdale Station which was denied by the FTA, but later appropriated \$125 million of the \$440 million in FTA formula funds dedicated to Caltrain Electrification, which created a \$125 million funding gap. He said the Metropolitan Transportation Commission recently proposed that \$95 million allocated to Santa Clara could be used to fill the \$125 million gap.

Commissioner Farrell moved to approve the Consent Agenda, seconded by Commissioner Tang.

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

Ayes: Commissioners Cohen, Farrell, Fewer, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Breed and Kim (2)

End of Consent Agenda

5. Appoint One Member to the Citizens Advisory Committee – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Myla Ablog and Daniel Kassabian spoke to their interests and qualifications in being appointed to the CAC.

There was no public comment.

Commissioner Fewer moved to reappoint Ms. Ablog to the CAC, seconded by Commissioner Tang.

The motion to reappoint Ms. Ablog was approved without objection by the following vote:

Ayes: Commissioners Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (10)

Absent: Commissioner Breed (1)

6. Adopt Positions on State Legislation – ACTION

Amber Crabbe, Assistant Deputy Director for Policy and Programming introduced the item and noted one change to the staff recommendation to revise the proposed support position for State Constitutional Amendment (SCA 6) (Wiener) to a watch position to allow relevant discussions to be had first through the Transportation 2045 Task Force that Chair Peskin had referenced earlier. Ms. Crabbe introduced Mark Watts, State Legislative Advocate, who presented the item.

Commissioner Cohen asked what the motivation of Senate Bill 493 was in reducing the penalty for failing to stop a right turn signalized intersection. Mr. Watts replied that he had heard from proponents that transportation officials had done analysis and determined that it was not as dangerous as other infractions, but that he did not have all the details.

Commissioner Cohen asked if there was support for the bill. Mr. Watts replied that the bill had only been in print for a month and more details would be available soon, but that previous legislation had some support from some bicycle advocates.

Commissioner Yee commented that Automated Speed Enforcement (ASE) was a tool that could help the city achieve zero fatalities by 2024. He said he had attended a Vision Zero conference in 2014 when he first heard about ASE and that since that time 142 communities across the country had implemented ASE and studies were demonstrating effectiveness. He said in Washington D.C. ASE led to a 70% reduction in traffic fatalities, while in New York City it had led to a 59% reduction in just four months. He said the Board needed to support the implementation of ASE not just in San Francisco but throughout the state, and that Assembly Bill (AB) 342 sponsored by Assemblymember Chiu would allow San Francisco and San Jose to pilot a system. He said there was a lot of support for the bill, including from the Mayors of San Francisco and San Jose, the Department of Public Health, and a lot of non-profits. Commissioner Yee noted that in 2014 the Board had unanimously approved Vision Zero, and in January 2016 had unanimously approved a resolution urging the state legislature to allow for ASE in San Francisco. He urged the Board and Board of Supervisors to unanimously support AB 342.

Commissioner Ronen thanked Commissioner Yee for his leadership and said that she originally had two concerns about AB 342, that additional cameras would be surveilling the city and that there would be another fine for residents who were already struggling to live in the most expensive city in the country. She said she was excited that the Treasurer's Office had created an economic justice unit to look at all of the city's fines and try to reduce them through various means. She said after meeting with Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), Walk SF and San Francisco Bicycle Coalition (SFBC) staff, she understood there were proposed amendments to the AB 342 which would address both of her concerns. She said they included that the cameras would only record license plates and not people and the way data would be collected and shared would be streamlined and protected, and that there would be a gradual fee based on income to make the economic effects equal to each individual.

Commissioner Fewer stated that there was no greater deterrent to speeding than to have police officers giving tickets, and noted that the tickets were expensive and affected driving records. She said that ASE would not replace, but would be a great addition to officers.

Commissioner Safai commented that ASE could not come fast enough, as every arterial in District 11 was a high-injury corridor, and that there had been multiple collisions in just the last few weeks. He said he fully supported AB 342 as it would reduce speeding and traffic fatalities, but agreed that nothing could replace a police officer.

Commissioner Breed commented that she sat on the State Legislation Committee as a representative of the Board of Supervisors where she voted against the legislation due to concerns about the impact on individuals who are not driving their cars when they are ticketed. She said there were a number discussions on that issue and she appreciated that the tickets would not count against driving records. She noted that many people share cars and that it would not be fair to penalize someone based on another person's actions. She agreed that there was no substitution to being ticketed by a police officer but stated that she would support AB 342 and hoped that the pilot program would demonstrate that it could change driver behavior.

Commissioner Kim expressed her strong support for ASE and noted that the SFMTA, SFBC and Walk SF had spent years trying to find a sponsor in the state legislature. She said the studies showed that ASE was the number one factor in achieving vision zero and that slowing down speeds was the only way to significantly reduce injuries and fatalities. She said the few minutes saved when speeding was not worth someone's life. She said while it would be great to have police officers on every corner that was not a reality, and that police had many other priorities, but that similar to

red-light cameras, limited use of ASE could have a tremendous impact and change the driving culture. She hoped there would be a similar robust conversation at the state level as there was a need to balance the protection of citizens' privacy with that of residents' safety.

Tom Maguire, Director of Sustainable Streets at the SFMTA and Megan Wier, Director of Health, Equity and Sustainability at the Department of Public Health, presented on ASE.

Commissioner Tang asked for clarification on whether the cameras could be added to corridors managed by Caltrans. Mr. Maguire responded that AB 342 would allow the cameras to be used on any surface street or non-freeway street in the city, including Van Ness Avenue, Lombard Street, and 19th Avenue for example.

Jen Kwart, District Director from Assemblymember Chiu's Office, stated that ASE was desperately needed in San Francisco. She said that Assemblymember Chiu was sensitive to the concerns of low-income people and that he was supportive of it being an administrative fee rather than a civil penalty. She said he was committed to working on the issue at the state level and was counting on the continued support of the Board of Supervisors. Ms. Kwart emphasized that ASE would not be a replacement of a police officer but a new tool for San Francisco and San Jose to reduce speeding and serious traffic collisions.

Kathryn Angotti, Director of State and Legislative Affairs from the Mayor's Office, stated that speeding was at the heart of the issue and that ASE was a proven method to reduce excessive speeding and prevent traffic injuries and fatalities. She said it was currently being used in over 142 communities across the country including Portland, Seattle and Chicago. She thanked Assemblymember Chiu for his leadership on AB 342 which would change state law and allow the piloting of ASE on San Francisco's streets. She said the bill would be implemented as a pilot over five years and would be modified based on its results. She thanked the Board for its support of the bill.

During public comment, Ted Olson, a member of the Vision Zero Coalition, thanked Assemblymember Chiu and Senator Wiener for their leadership on this issue. He also thanked members of the Vision Zero Coalition and the Vision Task Force for their participation. He said it was significant to remember the purpose of Vision Zero, and suggested that the city emphasize education and behavior modification to show how each person was helping to reduce traffic fatalities.

Jeremy Wallenberg, stated he was a member of the Mayor's Council Advisory Body for People with Disabilities and Aging Adults, a member of the San Francisco Citizen Initiatives for Technology and Innovation, as well as a member of Vision Zero Coalition. He said he supported the legislation and that ASE was a critical tool to make the city's streets safer and would positively affect people with disabilities and aging adults.

Steve Ferrero, a member of the San Francisco Bicycle Coalition, said he had children in middle school and noted how dangerous streets were for kids.

Fran Taylor, a member of Vision Zero Coalition, said that traffic violations disproportionately affected people of color and low-income communities and that the key element of ASE was that it would remove the possibility of racial profiling and bias.

Jenny Yu commented that her mother was seriously injured by a speeding driver and their family was deeply impacted. She welcomed Assemblymember Chiu and Mayor Lee's leadership in taking a critical step toward achieving Vision Zero and urged the Board of Supervisors to vote in support of the legislation.

Cathy DeLuca, Policy Director with Walk San Francisco, thanked everyone involved in Vision Zero and thanked Commissioners Kim and Yee for initiating Vision Zero. She urged the Board to unanimously support AB 342 but said that it would be a challenge to have the bill approved at the state level. She said ASE was an effective tool to save lives, and noted that Washington D.C. had seen a 70% reduction in fatalities after implementing ASE. She added that more supporters were needed in San Francisco to show that ASE was important to save lives.

Kevin Stull, Vice Chair of the Pedestrian Safety Advisory Committee, urged the Board to unanimously support AB 342. He said reducing speeding was important as it endangered children and low-income residents on a daily basis in Tenderloin neighborhood where all the streets were part of high-injury corridors. He said that speed was one of the top collision factors in San Francisco, and that ASE had been proven to decrease fatalities in 142 communities across the country.

Katie Lidell, a member of the Vision Zero Coalition, said that she lived in the South of Market area where cars frequently sped down one-way streets and that the city needed ASE.

Alice Rogers, Vice President of the South Beach, Rincon, Mission Bay Neighborhood Association, said she appreciated the support for the legislation and urged those who had not spoken to pledge their support. She noted that San Francisco had been known for its leadership in many policy areas, but was playing catch up in this area.

Theo Watts, a member of the Pedestrian Safety Advisory Committee, expressed his support for ASE and said that speed was a direct contributor and factor to traffic collisions in San Francisco.

Janice Li, Advocacy Director at SFBC, thanked Commissioner Yee and Assemblymember Chiu for their leadership. She said that San Jose's City Council had already taken a unanimous support position and she urged the Board to do the same to help get AB 342 passed at the state legislature.

Commissioner Tang moved to amend the item to change the position on SCA 6 (Wiener) from support to watch, seconded by Commissioner Yee.

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Tang and Yee (9)

Absent: Commissioners Safai and Sheehy (2)

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Tang and Yee (9)

Absent: Commissioners Safai and Sheehy (2)

Chair Peskin called Items 7 and 8 together.

- 7. Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
- 8. Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1),**

and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the items per the staff memorandums.

Chair Peskin asked about the reevaluation of Quarters 10 which was included in the AECOM scope of work. Mr. Cordoba responded that Quarters 10 had already been relocated to the Clipper Cove area as part of the original Yerba Buena Island ramps project. He said that in order to meet environmental mitigation requirements they needed to prepare a report that looked at the historical significance of Quarters 10 and send it to the State Historic Preservation Office.

During public comment, Jackie Sachs urged the Board to approve the items as she was familiar with the project and the contractors.

Commissioner Breed moved to approve Items 7 and 8, seconded by Commissioner Tang.

Items 7 and 8 were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

9. Allocate \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Regarding the Arguello Boulevard Traffic Signal Upgrade, Chair Peskin noted that Commissioner Breed had called a hearing on the lack of Prop A general obligation bond expenditures and that the request was supposed to leverage \$573,000 of Prop A funds. He asked for an explanation of why the project was using Prop K sales tax funds when most of the Prop A funds had not been spent yet. Ms. LaForte replied that she would follow up with the SFMTA on that, but that staff had been working with the SFMTA to make sure that expenditures from the Prop K program were to the extent possible complementing the Prop A general obligation bond program.

Commissioner Fewer commented that she was familiar with the 23rd Avenue Neighborway project site and that she would like a briefing on the project before the funds were allocated. She said she had met with SFMTA staff regarding 8th Avenue project but that she had concerns about the 23rd Avenue project as it was not safe for pedestrians or bicyclists, and requested that the allocation request be severed from the item. Ms. LaForte stated that staff would setup a briefing with SFMTA and her office. Commissioner Fewer commented that she did not understand the analysis behind the project and had concerns about how it was developed.

Commissioner Farrell commented that he had been trying to get traffic signal upgrades on Arguello Boulevard for several years and was glad that they were moving forward, but had not been given advance notice. He asked that his staff be included as the project moved forward.

Chair Peskin commented that the Commissioners' office had communications issues with the SFMTA but that these were being worked out. He said it was important that staff and his office reach out to Commissioners' offices for each of the Prop K allocations ahead of time so that Commissioners are not taken by surprise. He added that SFMTA staff should have worked with Commissioners Fewer and Farrell on the respective allocations but that in the absence of communications, staff had an obligation to make sure these conversations were taking place.

There was no public comment.

Commissioner Fewer moved to amend the item to sever the allocation request for the 23rd Avenue Neighborway project, seconded by Commissioner Kim

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

10. Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Chair Peskin asked for additional information on the application to construct canopies over entrances to the four downtown San Francisco BART stations. Mr. Pickford responded that the Transportation Authority had received an application from BART for \$500,000 for the station entrance canopies project, but that it had scored lower than the top scoring project in the Transit Reliability and Mobility Improvement category and was thus not recommended for funding.

Commissioner Safai asked for more information on the Outer Mission [paving] project and said that the name of the project was misleading because part of the project was in the Excelsior. Mr. Pickford responded that the project would renovate pavement and include sidewalk and curb ramp improvements on 68 blocks. He said that the request was toward the end of the five-year programming period and that it was expected to be completed in 2022, with construction starting in 2021.

Commissioner Safai asked for a briefing on the project to provide further details. He said that his office had met with San Francisco Public Works (SFPW) staff and that they said the project was on hold until Muni Forward came up with a plan. He said it sounded like there was some misunderstanding between the Transportation Authority and SFPW as the latter was saying funding was decreasing and would be available. Anna LaForte, Deputy Director for Policy and Programming, stated the action before the Board would program funds for the next five years [of the Prop AA vehicle registration fee program]. With respect to the subject paving project, she said the request was to program funds in Fiscal Year (FY) 2021/22 after Muni Forward planning, outreach, and design has been completed. She added that this way the funds would be available to do the paving under the same contract as other Muni Forward work. She said that the SFMTA should certainly be working with Commissioner Safai's office.

Commissioner Safai asked whose responsibility it was to coordinate with the Commissioners' offices.

Chair Peskin commented that as an agency that controlled various funding sources, one of the most important functions of the Transportation Authority was being able to effectuate the outcomes that Commissioners and their constituents were seeking, so he was hesitant to program funds when Commissioners had not been briefed by the requesting agencies.

Commissioner Safai asked whose responsibility it was to present Commissioners with a menu of options. He asked whether the action under consideration was to allocate funds for projects

without a scope that would be designed at a later date. Ms. LaForte replied that this was a programming action and would not allocate funds. She said that all of the agencies would need to return for a subsequent action with details on scope, schedule, cost and funding to request allocation of the programmed funds. She said that Prop AA was a pay-as-you-go program, so SFPW would not be able to seek allocation of the funds until FY 2021/22 when they became available. She added that there was an expectation of communication between sponsor agencies and Commissioners in advance of the allocation action, as appropriate.

Commissioner Safai commented that it seemed he was receiving conflicting information. He said that he had been told that SFPW's budget would be decreasing significantly and that they were not sure if there would be funds available for paving the corridor.

Commissioner Tang commented that staff would really appreciate having a standing briefing with all of the Commissioners' offices so that they were not presented with detailed materials for the first time at a Board meeting. She said it was to the benefit of the district to have the funds programmed so that when the time came for SFMTA and SFPW to move forward with the project, the priority of funding for the project has already been established.

Commissioner Safai said that he understood the benefit of having the funds programmed, but that he was still hearing conflicting information about whether there was enough funding for SFPW to give him a firm commitment that the project could be completed. Tilly Chang, Executive Director, replied that projects were often funded through a patchwork of sources, but she could confirm that the Prop AA funds would be available. She said that City agencies struggled because their budgets were based on two-year projections, so there was not as much certainty over a five-year period.

Commissioner Safai said that he wanted to make sure that the public understood that the action was to put the funds aside, but that the Transportation Authority would still have to work with the sponsor agencies to ensure that the projects moved forward. He said that he would welcome a briefing.

Chair Peskin commented that while the conversation was more time consuming, the new Board structure allowed all of the Commissioners to hear issues at the same time.

Commissioner Kim asked about the locations of the Vision Zero Coordinated Pedestrian Improvements and said she was glad to hear they were in the Tenderloin and South of Market areas. She asked for a map or list of locations for that project and for the Bulb-outs at WalkFirst Locations. Mr. Pickford responded that there was a list of locations for the Vision Zero project included in the enclosure and that there was a map in the presentation showing the locations. He said that the project included bulb-outs at Jones and Ellis Streets and a raised crosswalk at 8th and Minna Streets. He said that the application had originally included bulb-outs at Taylor and Turk Streets, but that they had been pulled out due to a need to coordinate with a larger streetscape project for Taylor Street.

Commissioner Kim asked about the locations for the Bulb-outs at WalkFirst Locations. Ms. LaForte read out the locations per the application.

Commissioner Kim asked for additional information on the Leavenworth Livable Streets projects. Chad Rathmann, Principal Analyst at the SFMTA, replied that the Leavenworth project was the subject of an application to the Caltrans planning grant program and that they would hear whether the grant would be awarded within the next month.

Commissioner Kim asked for additional follow-up information on the project, such as the limits

of the project area, reasoning behind selecting the corridor and the anticipated project outcomes. She also asked which intersections were included in the Turk and Golden Gate Signals Upgrade Project application. Ms. LaForte replied that there were thirteen locations, from Broderick to Laguna on Turk and Divisadero to Laguna on Golden Gate.

Commissioner Tang said that she understood that for this funding source, project readiness was important and asked if it was possible for additional projects to be funded in later years of the program when they became ready. Mr. Pickford replied that the intent of this action was to approve a five-year program which would prioritize projects to receive all of the available funding, except for the \$2.4 million recommended for an interim call for projects in the Street Repair category. He said that it was possible that additional funds would be available if other projects were completed under budget.

Commissioner Tang said that she appreciated staff's help in pushing to get projects ready to qualify for funding and that her office had shared proposals with sponsor agency staff, but she was frustrated that it was often difficult to get projects to the stage of being ready for funding sources with project readiness requirements. She said that looking at the map of recommended Prop AA projects, there were no projects in District 4 which was not acceptable. She said that she would like to follow up with staff or sponsor agencies to address this issue and noted that District 7 and District 1 only had one project each. She said that it was important not to miss out on multi-year programs, like Prop AA.

Chair Peskin noted that Commissioner Tang had to leave the meeting and asked if she would prefer continuing the vote on the item until the next meeting.

Commissioner Tang said that if other Commissioners had specific projects that they wanted a further briefing on she would be happy to continue the item. Ms. LaForte commented that the Transportation Authority had also released the One Bay Area Grant program and Transportation Fund for Clean Air calls for projects and that staff would like to work with Commissioners' offices to advance projects through those sources, or through the Prop K sales tax, which had capacity to advance projects through the planning phase.

Commissioner Tang commented that the One Bay Area Grant program focused on Priority Development Areas, which did not include District 4. She said that she would like to have a deeper conversation about funding opportunities.

Commissioner Fewer said that she had the same concern when looking at the map of Prop AA recommended projects and that she felt there would be an inequitable distribution of funds. She said that she would also like to have a conversation about how her district could access funding sources, in particular because residents of her district paid vehicle license fees that funded Prop AA. She also asked about the Arguello Signal Project from the previous item and whether the proposed Prop AA funding was for the same work. Ms. LaForte replied that the Prop K allocation in the previous item was for design of the project, while the Prop AA funds would be for construction.

Commissioner Fewer asked when the Arguello Boulevard upgrades would be in place. Mr. Pickford replied that the open for use date was in the third quarter of 2019. Commissioner Fewer asked how much was requested for the planning phase of the project. Ms. LaForte replied that the funding plan was included in the enclosure. Commissioner Fewer commented said that she would like an additional briefing on the project and that she was in favor of continuing the vote.

Commissioner Kim commented that she was glad that the SFMTA was working on wayfinding

for Muni Metro Stations. She said that in other cities she had travelled to, exits from subway stations were numbered to aid navigation and that this would be helpful for tourists and occasional transit riders.

Commissioner Breed commented that Commissioners were doing all they could to improve safety throughout the city and in their districts, but that not everything could be done at once and that a lot of work had gone into developing the projects under consideration to get them qualified for funding. She said that she realized that not every district had the projects that were desired, but she did not think that the Board should delay the programming of Prop AA funds. She said that while there were a lot of projects in District 5, the district was located in the center of the city in that a lot of people traveled through District 5 to get across the city. She said it was not as if other projects were ready and could be substituted for these specific projects. She added that she understood the desire for Commissioners to do what they could for their districts, but that they should not do so at the cost of delaying the projects under consideration.

Commissioner Yee commented that when the Transportation Authority released calls for projects and other agencies responded to them, there were two places where Commissioners should look at them. He said that if equity between districts was important then calls for projects should be framed to reflect that, and that that the sponsor agencies needed to talk to the Commissioners to ask which projects they should pursue to support each district.

Chair Peskin commented that he associated himself with Commissioner Yee's comments and said that it was important that Commissioners make themselves or their staff available for briefings. He said in a recent briefing, his staff raised questions about a bulb-out at Jackson and Stockton Streets that had not yet been addressed. He said it was important for Commissioners to be available for briefings, but that staff also needed to respond to requests in a timely fashion.

There was no public comment.

Commissioner Fewer moved to continue the item to allow further discussion with Commissioners and project sponsors, seconded by Commissioner Yee.

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

11. Approve the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – INFORMATION/ACTION

Commissioner Farrell introduced the item and stated that his office had been looking at this traffic and public safety issue for five years. He said at the time his office worked with the SFMTA to consider various options, which included closing the street during the day on weekends which had mixed success. He said the cars ended up being distributed to other neighborhoods and tourists began to walk down the street instead, which prevented residents from accessing their homes. He said in the past five years the traffic in the area had doubled, and so he requested a follow-up study to look at other options, which included a potential for a reservation and pricing system. He said over two million tourists visited the street each year which had become unbearable for residents. He said the congestion affected multiple blocks in the area and had become a quality of life and environmental issue, and that residents rightly asked the city to get involved. He added that there was large neighborhood support for the study.

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Breed asked if the study looked at other tourist attractions such as the 'Painted Ladies', Palace of Fine Arts, and Twin Peaks among others that have comparable volumes of tourists. Mr. Heidel responded that the study did not include places such as the Painted Ladies because the area was much more free flowing and therefore difficult to do a quantitative assessment, but that it did look at the management strategies.

Commissioner Breed commented that Alamo Square received a comparable volume of tourists. Mr. Heidel responded that there was no good source of data for Alamo Square to measure the number of tourists, and that the ranking in the study was not meant to be exhaustive.

Commissioner Breed asked how the number of tourists were quantified for the study. Mr. Heidel responded that it was through focused data collection which was conducted over several weekends and included counting the number of people in cars and pedestrians. He added that it was easier on Lombard Street because there were only two access points on the block.

Commissioner Breed said she wanted to get a clearer understanding of the challenges to collecting data at places such as the Painted Ladies and Alamo Square.

During public comment, Daniel Kassabian stated he was with the Mont Claire Terrace Association and showed photos of vans blocking the intersection. He said tourist vans and buses came at all hours against city codes and that police officers were needed. He said tourists also collected in District 3 before and after visiting Lombard Street and often prevented traffic flow, and that night time was worse.

Frances Gorman commented that she was the head of the San Francisco Tour Guild ad-hoc transportation committee, and noted that their members were not responsible for the tours that violated regulations. She and the Tour Guild supported the recommendations of the study, but also requested that more opportunities for official, enforced loading zones be explored and implemented.

Richard Juster commented that he would be supportive of a study that considered the full effects of any intervention, but that it didn't seem like the study has done that. He indicated that any toll system would push congestion elsewhere, and that the non-auto congestion issue needed to be addressed, and advocated for more traffic and pedestrian control in the form of police officers who could write citations.

Stephen Taber commented that he represented Russian Hill Neighbors, and that the issues identified in the study were real and a significant problem in the neighborhood, and that they supported the recommendations. He said the reservation and pricing system was a type of congestion pricing that could make a real difference, but also noted that the non-auto issue also needed to be addressed.

Robert Girard commented that he was the president of the Russian Hill Improvement Association and that the automobile congestion in the neighborhood impacted not just Lombard Street but a number of surrounding streets as well. He said that the number of vehicles needed to be reduced, and that he supported a reservations and pricing system.

Townsend Walker commented that he lived in the Russian Hill neighborhood on Larkin Street and that the issues identified were significant and a real problem. He indicated that he strongly supported the reservations system, but did not believe that there needed to be a tolling component and said the city should pay for the system from existing revenues and the management system

should be comprehensive.

Jennifer Morrow commented that the problems identified in the study were real and had become worse. She expressed concern that staff did not ask the opinion of residents early enough in the study. She also expressed concern that the reservations and pricing system would take time to implement and asked what would be done in the meantime. She suggested that pedestrians be subject to the reservations and pricing system as well, and reiterated a desire to fix the problem quickly.

Helen Raiser commented that she was a 15-year resident of Lombard Street, at the top of the Crooked Street hill, and that she was attending to speak for the tourists. She said that a toll would just turn drivers into pedestrians, and would not work in reducing or managing volumes. Ms. Raiser stated that more input was needed from the tourism industry and car rental companies, and noted that one of the largest problems not addressed in the study was crime and car break-ins at and around the Crooked Street.

James Hickman commented that he represented the Lombard Hill Improvement Association and thanked Commissioner Farrell and staff for completing the study. He reiterated the seriousness of the problem and said that he strongly supported the recommendations put forward. He requested that the city move forward with the recommendations and fix the problem.

Frank Morrow commented that he was a 30-year resident of the 1200 block of Lombard Street. He noted that the problems created by the Crooked Street were beyond the tipping point, including air quality and safety. He said there were three to four car fires per year as cars overheated while waiting on the steep grade, and that the grade also led to cars sliding backwards and causing accidents and safety issues for pedestrians. He said he was not sure if a reservation and pricing system would be effective, but that it was a concept worth trying.

Greg Brundage commented that he as the president of the Lombard Hill Improvement Association and echoed previous speakers regarding the seriousness and complexity of the problem. He said that a reservation system would reduce the amount of cars and that the toll was the enforcement element. He said he fully supported it, and that a vote of the membership of the Lombard Hill Improvement Association found 81% support for the reservation and pricing recommendation.

John Goodman commented that he was a resident of Leavenworth Street between Lombard and Chestnut Streets, and that the issues described in the report and by others were very real and serious. He expressed support for the additional enforcement recommendations, noting that groups of dirt bikers rode on sidewalks and sped down streets. Mr. Goodman detailed two recent incidents of assault and robbery near the Crooked Street targeting tourists, and reiterated the need for real enforcement to address the safety issues.

Anne Brubaker commented that she was a member of the Russian Hill Neighbors design committee and that the problems mentioned were real. She discussed the increase in crime in the area and expressed a desire for the issues to be fixed quickly.

Jackie Sachs, member of the CAC, commented that the CAC heard the item and passed a motion of support for its adoption. She said she initially had concerns about a reservation and pricing recommendation, but remembered that other efforts to control the situation had not been successful, and felt that it was worth trying to move the recommendation forward to see if it could have an impact.

Doris Seed commented that she did not agree with the study or its recommendations. She said

there were other options that should be explored to limit the number of cars and reduce crime.

Commissioner Farrell commented that there was no perfect solution but that this was the continuation of multiple years of study. He added that the public safety and traffic issues affected multiple neighborhoods and supervisorial districts and that he fully supported studying other areas of the city that experienced similar issues.

Commissioner Breed commented that the study was representative of other tourist attractions across the city that were not safe and had car break-ins and robberies. She said the city had not done a good job of creating a positive experience for tourists and that creative solutions were needed to address the issues. She said an ambassador program could be effective, as well as additional police and parking control officers, in addition to basic amenities such as restrooms. She said the city generated a lot of revenue from tourism and the funds should be spent on a comprehensive plan for the city's tourist attractions, as each one was unique. Commissioner Breed asked how SF Travel was involved. She said she did not agree that a reservation and pricing system would be effective and that she had concerns about the study, including how the recommendations would be followed through. She said the resolution seemed to commit the Board to implementing a reservation and pricing system and that she would not support that until additional discussions were had. She also asked why the Transportation Authority was designated at lead for the reservation system and not the SFMTA.

Commissioner Farrell agreed that the city needed to address issues at other tourist attractions such as Alamo Square, but that the issues were magnified on Lombard Street since it was a single block. He said they did try an ambassador program for Lombard but that it had mixed reviews from tourists. He said his office had requested additional police officers but that this was not a high priority compared to other violent crimes happening across the city. He said a pricing system was not the perfect solution but that it would reduce congestion and provide funding to operate the system and add police officers which would make a difference for tourists and residents. He said they held several community meetings on wayfinding signs but that this elicited strong opinions from residents and took time to develop. Commissioner Farrell said that the SFMTA had been involved in the discussions but that a reservation and pricing system would need a lead agency and that the Transportation Authority had offered that.

Commissioner Farrell stated that the action was to commit to further studying the issue, and that approval of a reservation and pricing system would have to come before the Board. He said the underlying design of such a system would be to reduce congestion.

Tilly Chang, Executive Director, stated that staff had met with San Francisco Travel continuously and would be attending their committee meeting later in the week where it was expected they would recommend further studying the issue.

Commissioner Breed moved to amend the item to clarify the language in the resolution to indicate that the intent was to further study and develop the reservation and pricing system, seconded by Commissioner Farrell.

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai and Sheehy
(9)

Absent: Commissioners Tang and Yee (2)

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai and Sheehy (9)

Absent: Commissioners Tang and Yee (2)

12. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION

Chair Peskin stated that the item would be continued to the March 21 Board meeting.

There was no public comment.

Commissioner Safai moved to the continue the item, seconded by Commissioner Kim.

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai and Sheehy (9)

Absent: Commissioners Tang and Yee (2)

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced or public comment.

14. Public Comment

During public comment, Andrew Yip spoke about professionalism.

Roland Lebrun commented that when Caltrain presented at the next Board meeting, the Board should ask why the construction contracts were extended for \$20 million when they should not have been awarded in the first place. He questioned how train capacity would be increased if the number of seats on the trains was being reduced from 762 to 573. He said that the FFGA would not be approved if seated capacity was not being improved by a minimum of 10%. Mr. Lebrun said he would share a letter from the peer review group that agreed that having two sets of doors on the trains was a CHSRA and not a Caltrain issue, and that CHSRA should consider buying bi-level trains because the loading platform level would be consistent with the lower level used by Caltrain. He said the CHSRA also needed to consider input from the system operator and that the specification for the two sets of doors should be cancelled.

Jackie Sachs commented that at the February 22 CAC meeting, the CAC had passed Items 9 and 10 unanimously.

15. Adjournment

The meeting was adjourned at 1:22 p.m.

RESOLUTION REAPPOINTING MYLA ABLOG TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one open seat on the CAC resulting from a member's term expiration; and

WHEREAS, At its March 14, 2017 meeting, the Board reviewed and considered all applicants' qualifications and experience and reappointed Myla Ablog to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby reappoints Myla Ablog to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

Date: 03.07.17; *Revised 03.14.17* **RE:** Board
March 14, 2017

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

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Appoint One Member to the Citizens Advisory Committee

Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There is one open seat on the CAC requiring committee action. The opening is the result of the term expiration of Myla Ablog (District 5 resident), who is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

BACKGROUND

There is one open seat on the Citizens Advisory Committee (CAC) requiring Board action. The opening is the result of the term expiration of Myla Ablog (District 5 resident). There are currently 34 applicants, in addition to Ms. Ablog who is seeking reappointment, to consider for the existing open seat.

DISCUSSION

The CAC is comprised of eleven members. The selection of each member is approved at-large by the Board. Per Section 5.2(a) of the Administrative Code, the CAC:

“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

ALTERNATIVES

1. Appoint one member to the CAC.
2. Defer action until additional outreach can be conducted.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Appoint one member to the CAC.

Attachments (2):

1. Matrix of CAC Members
2. Matrix of CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Sep 18
Shannon Wells-Mongiovi	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 03.08.17)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Myla Ablog*	F	A	5	Japantown	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
5 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
6 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
7 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
8 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
9 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
11 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
12 Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
13 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
14 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
15 Daniel Kassabian*	M	NP	2	Russian Hill	Neighborhood
16 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
18 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy
19 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
20 Rachel Morgan*	F	NP	3	South of Market	Business, Disabled, Neighborhood, Public Policy
21 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	NP
22 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
23 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
24 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
25 Glenn Savage*	M	NP	2	Pacific Heights	Business, Neighborhood, Public Policy
26 Deborah Schrimmer	F	C	5	Cole Valley	Neighborhood, Public Policy
27 Daniel Sisson	M	C/H	1	Inner Richmond	Business, Neighborhood, Public Policy
28 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
29 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
30 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
31 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
32 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
33 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
34 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy

Name Gender Ethnicity District Neighborhood Affiliation/Interest

35	David Zebker*	NP	NP	6	Tenderloin	Environment
	A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino	
		NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)			

*Applicant has not appeared before the Board.



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RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; and

WHEREAS, At its March 14, 2017 meeting, the Board approved an amendment to the staff recommendation to change the support position on State Constitutional Amendment (SCA) 6 Wiener to a watch position; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt a new support position on Assembly Bill (AB) 342 (Chiu), and new oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachment:

1. New Bills and Recommended Positions

San Francisco County Transportation Authority
March 2017

New Recommended Positions; Revised 03.14.17

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

Staff is recommending a new support position on Assembly Bill (AB) 342 (Chiu), and new oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill). Additional detail on bills with new support/oppose and watch positions are shaded in the attached state legislative matrix. It also provides detail on the other bills we are tracking.

Recommended Positions	Bill # Author	Keywords and Comments
Support	AB 342 Chiu D	Vehicles: automated speed enforcement (ASE): five-year pilot program. This bill would authorize, no later than January 1, 2019, the City of San Jose and the City and County of San Francisco to implement a 5-year pilot program utilizing an ASE system for speed limit enforcement. ASE has been an adopted legislative priority of the SFCTA and SFMTA for years, consistent with the City's adopted Vision Zero policies. This bill was previously discussed at the Transportation Authority's February Finance Committee meeting. The Board of Supervisors (BOS) Transportation & Land Use Committee is anticipated to hold a hearing on this bill on March 13.
Oppose	SB 423 Cannella R	Indemnity: public contract liability. This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.
	SB 493 Hill D	Vehicles: right-turn violations. This bill would reduce the violation fine for failing to stop before making a right hand turn from \$100 to \$35. Reducing penalties for drivers committing safety violations is not consistent with the City's Vision Zero goals.
Watch	SCA 6 Wiener D	Local transportation measures: special taxes: voter approval. This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.
	AB 1007 Ting D	Personal income tax: definitions. This is a spot bill related to amending the revenue and taxation code to enable California local jurisdictions to levy a personal income tax and a corporate income tax. The San Francisco BOS is considering a resolution urging the State Legislation to pursue such authorization.
	AB 1103 Obernolte R	Bicycles: yielding. This bill follows other states in authorizing a so-called "Idaho Stop." The measure would permit bicyclists to treat stop signs as yield signs. The bill applies at signed intersections, not signalized ones.
	AB 1113 Bloom D	State Transit Assistance program. This bill is supported by the California Transit Association to rectify a change in recipients that are eligible for State Transit Assistance funds made last year by the State Controller.
	AB 1121 Chiu D	San Francisco Bay Area ferries. This is a spot bill related to developing new source of local funds for the SF Bay Ferry System.
	SB 760 Wiener D	Transportation funding: active transportation: complete streets. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities and establish a new division in Caltrans.

San Francisco County Transportation Authority

March 2017

Bills of Interest; Revised 03.14.17

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

Staff is recommending a new support position on Assembly Bill (AB) 342 (Chiu), and new oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill).

Bill #	Author	Description	Status	Position	Comments
AB 1 Introduced: 12/5/2016 Text	Frazier D (Dist 11)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Assembly Transportation	Support	This bill would create the road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. New gas taxes, diesel taxes, registration fees, and other sources would generate \$6 billion annually. See related SB 1 (Beall).
AB 17 Introduced: 12/5/2016 Text	Holden D (Dist 41)	Transit Pass Program: free or reduced-fare transit passes. Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	Assembly Transportation	Watch	Re-introduction of AB 2222 (2017) to establish a transit pass program for free or reduced transit fare passes to qualified schools for use by pupils. The 2016 bill was sponsored by TransForm and supported by a wide array of transportation groups and advocates. The source for funding in AB 2222 was Cap and Trade auction revenues. The bill was retained in Appropriations due to uncertainty over that funding source.

San Francisco County Transportation Authority

March 2017

<p>AB 25 Introduced: 12/5/2016 Text</p>	<p>Nazarian D (Dist 46)</p>	<p>Tour buses. Current law imposes various requirements on the operation of tour buses, including, among other things, a requirement that a tour bus operator use a safety belt at all times when operating the tour bus. This bill would state the intent of the Legislature to enact legislation relating to the safe operation of tour buses.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This is a spot bill that expresses intent to develop legislation to foster safe operating tour buses.</p>
<p>AB 28 Amended: 3/2/2017 Text</p>	<p>Frazier D (Dist 11)</p>	<p>Department of Transportation: environmental review process: federal pilot program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. The bill would repeal that provision on January 1, 2020.</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>Would re-enact State authorization for Caltrans to accept delegated federal authority to administer NEPA. Delegated authority allows for faster environmental clearance. With its expiration, Caltrans is not able to approve environmental documents, threatening the progress of transportation projects statewide. Transportation stakeholders across California have identified this as priority legislation. The bill needs to be approved by March 31 or the State will need to restart the approval process.</p>

San Francisco County Transportation Authority

March 2017

<p>AB 65 Introduced: 12/13/2016 Text</p>	<p>Patterson R (Dist 23)</p>	<p>Transportation bond debt service. Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.</p>	<p>Assembly Transportation</p>	<p>Oppose</p>	<p>Another in a series of bills intended to bring the State's High Speed Rail project to an end by shifting the debt service payments from truck weight fees to state General Fund.</p>
<p>AB 87 Introduced: 1/5/2017 Text</p>	<p>Ting D (Dist 19)</p>	<p>Autonomous vehicles. Current 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 current 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.</p>	<p>Assembly Transportation</p>	<p>Support</p>	<p>The bill amends the state's Autonomous Vehicle (AV) law to address the instance where an auto manufacturer or vehicle operator fails to comply is subject to revocation of the registration and is subject to a penalty of \$25,000 per day. Assemblymember Ting introduced this bill in the wake of the discovery that Uber was operating AVs in San Francisco without a permit from DMV. In response, the DMV revoked the registrations of Uber's 16 autonomous vehicles to pull the unregulated cars off public streets. The measure is supported by San Francisco Mayor Ed Lee, , and WalkSF, as well as bicycle interests.</p>

San Francisco County Transportation Authority

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<p>AB 91 Introduced: 1/9/2017 Text</p>	<p>Cervantes D (Dist 60)</p>	<p>High-occupancy vehicle lanes. Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.</p>	<p>Assembly Transportation 3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair</p>	<p>Watch</p>	<p>The measure applied to HOV lanes operated within Riverside County. It would require the HOV lanes there may only operate as such during the hours of heavy commuter traffic.</p>
<p>AB 174 Introduced: 1/17/2017 Text</p>	<p>Bigelow R (Dist 5)</p>	<p>California Transportation Commission: membership. Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>Current law and tradition directs the governor to seek geographic balance in appointing members to CTC. This bill would codify a requirement that at least one member be from a rural county.</p>

San Francisco County Transportation Authority

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<p>AB 179 Amended: 2/14/2017 Text</p>	<p>Cervantes D (Dist 60)</p>	<p>California Transportation Commission. Current law creates the California Transportation Commission. Current law provides that the Commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that 7 of those voting members have specified qualifications</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>This bill would mandate that 6 of the 11 CTC members have expertise in the following areas: *Sustainable transportation *Public health effects of transportation *Climate change mitigation *Bike and pedestrian safety</p>
<p>AB 262 Introduced: 1/31/2017 Text</p>	<p>Bonta D (Dist 18)</p>	<p>Public contracts: lowest responsive bidder: eligible materials. The State Contract Act governs the bidding and award of public works contracts by specific state departments. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, for that type of product.</p>	<p>Assembly Accountability and Administrative Review 3/22/2017 9 a.m. - State Capitol, Room 437 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, EGGMAN, Chair</p>	<p>Watch</p>	<p>This bill seeks to have prospective contract bidders qualify greenhouse emissions in basic construction materials.</p>

San Francisco County Transportation Authority

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<p>AB 342 Introduced: 2/7/2017 Text</p>	<p>Chiu D (Dist 17)</p>	<p>Vehicles: automated speed enforcement (ASE): five-year pilot program. Would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems.</p>	<p>Assembly Transportation</p>	<p>New – Recommend Support</p>	<p>This bill, coauthored by Senator Wiener and others, has been an adopted legislative priority of the SFCIA and SFMTA for years. It would allow both San Francisco and San Jose to pilot the use of ASE to enforce speed limits, consistent with the City’s adopted Vision Zero policies.</p>
<p>AB 1007 Introduced: 2/16/2017 Text</p>	<p>Ting D (Dist 19)</p>	<p>Personal income tax: definitions. The Personal Income Tax Law imposes a tax on the entire taxable income of a resident taxpayer, provides for a specified treatment of the income of nonresidents, and provides, among other things, that specified definitions govern the construction of that law. This bill would make a nonsubstantive change to those provisions.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This is a spot bill related to amending the revenue and taxation code to enable California local jurisdictions to levy a personal income tax and a corporate income tax. The San Francisco Board of Supervisors is considering a resolution urging the State Legislature to pursue such authorization.</p>

**San Francisco County Transportation Authority
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<p>AB 1103 Introduced: 2/17/2017 Text</p>	<p>Obernolte R (Dist 33)</p>	<p>TITLE This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn, except as specified. Because this bill would impose a new requirement on bicycle operators, the violation of which would be a crime, the bill would impose a state-mandated local program.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This bill follows other states in authorizing a so-called “Idaho Stop.” The measure would permit bicyclists to treat stop signs as yield signs. The bill applies at signed intersections, not signalized ones.</p>
<p>AB 1113 Introduced: 2/17/2017 Text</p>	<p>Bloom D (Dist 50)</p>	<p>State Transit Assistance program. Would revise and recast the provisions governing the State Transit Assistance program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This bill is supported by the California Transit Association to rectify a change in recipients that are eligible for State Transit Assistance funds made last year by the State Controller that would have significantly reduced funding available for Bay Area transit operators.</p>

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<p>AB 1121 Introduced: 2/17/2017 Text</p>	<p>Chiu D (Dist 17)</p>	<p>San Francisco Bay Area ferries. Current law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the San Francisco Bay Area region, as defined. This bill would state the intent of the Legislature to enact legislation to authorize San Francisco Bay Area voters to approve new, dedicated funding for San Francisco Bay Area ferries.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>Spot bill related to developing new local source of funds for SF Bay Ferry System.</p>
<p>SB 1 Amended: 1/26/2017 Text</p>	<p>Beall D (Dist 15)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.</p>	<p>Senate Government and Finance 3/8/2017 9:30 a.m. - Room 112 SENATE GOVERNANC E AND FINANCE, MCGUIRE, Chair</p>	<p>Support</p>	<p>This bill would create the road maintenance and rehabilitation program to address deferred maintenance on the state highway system and local roads. New gas tax, diesel tax, registration fee, and other sources would generate \$6 billion annually.</p>

San Francisco County Transportation Authority

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<p>SB 4 Introduced: 12/5/2016 Text</p>	<p>Mendoza D (Dist 32)</p>	<p>Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act. Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.</p>	<p>Senate Transportation and Housing 3/7/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair</p>	<p>Watch</p>	<p>This is one of several measures that comprise the Senate "California Rebuild" Infrastructure package.</p>
<p>SB 35 Amended: 2/21/2017 Text</p>	<p>Wiener D (Dist 11)</p>	<p>Planning and Zoning: affordable housing: streamlined approval process. Current law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. This bill would require an accessory dwelling unit development or a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and to not be subject to a conditional use permit.</p>	<p>Senate Transportation and Housing 3/7/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair</p>	<p>Watch</p>	<p>This bill intends to address the removal of barriers to implementing housing, and affordable housing in particular.</p>

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<p>SB 423 Introduced: 2/15/2017 Text</p>	<p>Cannella R (Dist 12)</p>	<p>Indemnity. Current law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. Current law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference. This bill would make a nonsubstantive change to these provisions.</p>	<p>Senate Rules</p>	<p>New – Recommend Oppose</p>	<p>This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.</p> <p>This bill is reintroducing SB 885 (Wolk -2016) that prohibits public agency contracts from requests or design firms or public works projects from defending claims made against others. SB 885 failed passage.</p>
<p>SB 493 Introduced: 2/16/2017 Text</p>	<p>Hill D (Dist 13)</p>	<p>TITLE Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would make a violation of that requirement for a right turn, or a left turn from a one-way street onto a one-way street, punishable by a fine of \$35. The bill would make additional conforming changes.</p>	<p>Senate Transportation and Housing</p>	<p>New – Recommend Oppose</p>	<p>This bill reduces the fine for drivers failing to come to a complete stop "California Stop" while turning right at a red light. Under the bill, a driver would be cited similarly to other minor moving violations with a base fine ticket of \$35, rather than the present \$100. Straight through and left-turn red light violations would still be cited at the \$100 base fine ticket amount.</p>

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			Senate Rules	New – Recommend Watch	
<p>SB 760 Introduced: 2/17/2017 Text</p>	<p>Wiener D (Dist 11)</p>	<p>Transportation funding: active transportation: complete streets. Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p>	Senate Rules	New – Recommend Watch	This bill would heighten the focus of Caltrans in the policy and active transportation by establishing a new division in Caltrans.
<p>SCA 2 Introduced: 1/18/2017 Text</p>	<p>Newman D (Dist 29)</p>	<p>Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would prohibit those vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except that vehicle weight fee revenues would be authorized to be pledged or used for the payment of principal and interest on general obligation transportation bonds approved prior to January 1, 2017. This bill contains other related provisions and other existing laws.</p>	Senate Transportation and Housing	Watch	The author intended the measure to protect new revenues generated by new transportation funding measures such as AB 1 or SB 1. However, it is not clear whether the bill as written accomplishes this and the author is currently analyzing the proposed language.

San Francisco County Transportation Authority
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<p>SCA 6 Introduced: 2/13/2017 Text</p>	<p>Wiener D (Dist 11)</p>	<p>Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Senate Government and Finance</p>	<p>New – Recommend Watch</p>	<p>This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.</p>
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Total Measures: 24

Total Tracking Forms: 24

RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH AECOM TECHNICAL SERVICES, INC. BY \$226,000, TO A TOTAL AMOUNT NOT TO EXCEED \$17,161,000, TO COMPLETE DESIGN SUPPORT SERVICES FOR THE I-80/YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project; and

WHEREAS, The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading to and from the SFOBB; and

WHEREAS, the YBI Ramps Project consists of Phase 1 to replace the existing westbound on- and off-ramps located on the east side of YBI with new westbound on- and off-ramps that would improve the functional roles of the current ramps, and Phase 2 to implement critical improvements to realign Southgate Road; and

WHEREAS, In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000 for the YBI Ramps Project; and

WHEREAS, In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities; and



WHEREAS, In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design; and

WHEREAS, In October 2015, through Resolution 16-15, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction; and

WHEREAS, In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic, and now that the ramps are open and construction of Phase 1 is approximately 97% complete, it is an appropriate time to assess the remaining effort for AECOM to close out the Phase 1 project; and

WHEREAS, The estimated cost for AECOM to complete its design support services (Attachment 1) and close out Phase 1 of the project is \$226,000 with completion anticipated by December 31, 2017; and

WHEREAS, As part of project close out AECOM will prepare as-built plans, and provide final engineering documentation including preparing final construction contract change order documents, as-built plans and right-of-way and maintenance documents to transfer the required improvements and associated maintenance responsibilities to Caltrans; and

WHEREAS, This contract amendment is contingent on the allocation of additional federal and state funds for the project, anticipated to be allocated by Caltrans in April 2017; and

WHEREAS, This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B Seismic Retrofit and Bay Area Toll Authority funds and will be included in the Transportation Authority's mid-year budget amendment; and

WHEREAS, At its February 22, 2017 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the

professional services contract with AECOM by \$226,000, to a total amount not to exceed \$17,161,000 for design support services; and be it further

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

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

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

Attachment:

1. Scope of Services

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Re-Evaluation of Quarters 10/ Building 267 for the National Register
of Historic Places

This amendment covers activities necessary for the re-evaluation of Quarters 10/Building 267 for the Nation Register of Historic Places to meet Stipulation II.C. of the Memorandum of Agreement Between the California Department of Transportation and the California State Historic Preservation Officer Regarding the Yerba Buena Island I-80 Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

The following Tasks represent the work required to provide re-evaluation services for the project:

Task 401.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, and SHPO to ensure the re-evaluation intent is understood and issues and decisions relating to the re-evaluation are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the re-evaluation of Quarters 10 / Building 267. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 402.0 Quarters 10/Building 267 Re-Evaluation

An AECOM architectural historian will compile and review available previous documentation/recordation of Quarters 10 and Building 267 including DPR 523 forms prepared in 1998 and 2008, a FOE prepared in 2009 including HPSR with HRER attachments, a 2011 historic structure report, National Register of Historic Places nomination, Historic American Building Survey (HABS) reports, and any other relevant information to determine the character-defining features of the historical resource. An architectural historian, accompanied by a Senior CEQA/NEPA specialist, will conduct a site visit to photo document and take notes of the relocated buildings in their new setting and document previously called out character-defining features. From the site visit, a DPR 523 Update form will be created to record the buildings in their new location.

AECOM will prepare a memorandum summarizing the site visit, recordation, and re-evaluation of Quarters 10 and Building 267 for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) listing after the relocation of the buildings. On behalf of Caltrans, AECOM will draft a letter for SHPO concurrence of the re-evaluation findings and compile and submit a Draft Re-evaluation Package for Caltrans/SFCTA Review. The package will include the memorandum, letter and attachments. After receiving comments from Caltrans/SCFTA, AECOM will prepare a revised Re-evaluation Package for Caltrans/SFCTA Approval to submit to SHPO, and respond to any SHPO comments. The scope and budget assumes one round of review from Caltrans/SFCTA/SHPO.

Deliverables: Draft and Final Re-Evaluation Package (Summary Memorandum, Letter to SHPO, Attachments), Responses to Comments

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Right-of-Way Closeout and Transfer

This summary of tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe activities necessary for right of way closeout and transfer for the I-80/Yerba Buena Island Westbound Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

Amendments A, B, C, and D were approved previously for Project Approval/Environmental Document and Preliminary Engineering tasks. Amendment E was approved previously for the Final Design phase to prepare Plans, Specifications and Estimates (PS&E) to ready-to-list stage. Amendment F was approved previously for Right of Way acquisition and supporting engineering phase activities. Amendment G was approved previously for additional Final PS&E and Right of Way activities. Amendment H covered activities necessary for the advertisement of the project and to provide basic design support during construction of the project. Amendment I was approved previously to provide continued, and additional Design Support During Construction during the Construction Phase of this project, and the new scope for development and design of the project's landscape plans..

The following tasks represent the work required to provide right of way support and coordination for closeout and transfer from TIDA to Caltrans, right of way documentation and right of way surveys:

Task 501.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, SFPUC, City of San Francisco Public Works, and TIDA SHPO to ensure the right of way transfer intent is understood and issues and decisions relating to the right of way closeout are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the right-of-way closeout and transfer. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 501.1 Right of Way Closeout, Transfer and Surveys

AECOM supported by Associated Right of Way Services (ARWS) and Towill, Inc. will provide support for the transfer of right of way from TIDA to Caltrans. This will require review of previous right of way documents, reviewing deeds, preparing utility Joint Use Agreements, utility legal descriptions, retaining wall footing easement legal descriptions, draft and final record of survey, draft

and final appraisal maps, preparing draft and final right of way record maps and processing transfer documents through Caltrans approval. It is assumed there will be revisions to the right of way to accommodate tolling equipment outside of Caltrans right of way.

Deliverables: Joint Use Agreements, Appraisal Maps (draft and final), utility legal descriptions (draft and final), Record of Survey (draft and final), Right of Way Record Maps (draft and final)

Scope of Work Assumptions and Exclusions

The following assumptions and exclusions are included with this amendment and apply to previous amendments as well:

- No additional environmental clearances are required
- Deeds will be prepared by others.



Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

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

From: Eric Cordoba – Deputy Director for Capital Projects *EC*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for AECOM to close out Phase 1. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading

to and from the SFOBB. The YBI Ramps Project – Phase 1 (original project) and YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements (new phase of critical improvements) are discussed below.

YBI Ramps Project – Phase 1

The YBI Ramps Project – Phase 1 consists of replacing the existing westbound on-ramp and the westbound off-ramp located on the east side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. Since 2008, the project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement was approved in December 2011 with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project, and authorized a construction allotment of \$63,874,686.

YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements

Based on discussions with TIDA, Caltrans, and the Bay Area Toll Authority (BATA), the Transportation Authority will take the lead on the implementation of critical Phase 2 improvements. The Phase 2 project as proposed will increase the length of the on-ramp and off-ramp on a new alignment to allow the YBI Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the project, and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and congestion at the Southgate Road/Hillcrest Road intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp, and would ensure all truck turning movements are accommodated. In addition, the I-80 eastbound off-ramp would be reconstructed.

DISCUSSION

The purpose of this memorandum is to seek approval to increase the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) to complete design support services for the I-80/YBI Ramps Phase 1 improvements.

In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. Now that the ramps are open, it is an appropriate time to assess the remaining effort for AECOM to close out the Phase 1 project. Construction completion and project close out of Phase 1 is anticipated by December 31, 2017. As part of project close out AECOM will prepare as-built plans, and provide final engineering documentation including preparing final construction contract

change order documents, as-built plans and right-of-way and maintenance documents to transfer the required improvements and associated maintenance responsibilities to Caltrans. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The construction of the Transportation Authority's YBI Ramps Project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. In addition, there are three significant items that have been added to the scope of the project which are 1) landscaping; 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the SFOBB; and 3) Southgate Road Realignment Improvements.

As mentioned above, the Southgate Road Realignment Improvements are necessary to ensure the new I-80 westbound ramps function as designed. The improvements need to be completed in a timely manner not only to complement the I-80 westbound ramps, but to support the overall roadway circulation on YBI. In addition, the I-80 eastbound off-ramp needs to be completed prior to construction of the seismic retrofit of the existing YBI Bridge Structures on the west side of the island. In order to expedite the construction of the improvements and take advantage of the upcoming construction season, we propose to deliver a limited portion of Phase 2 improvements this summer through construction change orders to the existing construction contract with Golden State Bridge (see separate agenda item).

Funding for Phase 2: Southgate Road Realignment Improvements

We have been working with Caltrans, BATA and the California Transportation Commission to secure funding for these Phase 2 critical improvements. The total estimated cost for the project is \$38.4 million. The improvements have been deemed eligible for Federal Highway Bridge Program (HBP) Local Bridge Seismic Retrofit and Prop 1B Local Bridge Seismic Retrofit funds as a component of the I-80/YBI Westbound Ramps project under "Special Case Roadway" criteria. The Transportation Authority recently received a funding agreement from Caltrans Local Assistance for \$29.6 million in HPB funding, combined with \$2.5 million of Prop 1B funds for a total of \$32.1 million. BATA has identified two other funding sources, Bridge Seismic Retrofit and Bridge Rehabilitation, for the remaining \$6.3 million. A summary of the funding is as follows:

HBP Funding	\$ 29.6 million
Prop 1B Local Match	\$ 2.5 million
<u>BATA Funding</u>	<u>\$ 6.3 million</u>
Total Funding	\$ 38.4 million

Execution of this contract amendment is contingent on the allocation of additional federal and state funds as discussed above for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017.

Since a portion of this contract is funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, AECOM has maintained 13% DBE participation from six sub-consultants: Asian Pacific-owned firms AGS, Inc., Earth Mechanics, Inc., and CHS Consulting Group; Hispanic and women-owned firm Apex Civil Engineering; Hispanic-owned firm Cadre Design Group, Inc.; and women-owned firm Haygood and Associates Landscape Architects. AGS,

Inc. and CHS Consulting Group are also based in San Francisco. In December 2011, AGS, Inc. was no longer considered a DBE firm based on Caltrans' DBE requirements. In order to meet the DBE contract goal, AECOM allocated additional work to existing DBE firms on the consultant contract.

ALTERNATIVES

1. Increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or clarification from staff.

CAC POSITION

The CAC considered this item at its February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be fully reimbursed by a combination of HBP, State Prop 1B Seismic Retrofit, and BATA funds. Execution of this contract amendment is contingent on the allocation of additional federal and state funds for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA. The proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment.

RECOMMENDATION

Increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services



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RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH PARSONS BRINCKERHOFF, INC. BY \$820,000, TO A TOTAL AMOUNT NOT TO EXCEED \$8,470,000, TO COMPLETE CONSTRUCTION SUPPORT SERVICES FOR THE I-80/YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project; and

WHEREAS, The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading to and from the SFOBB; and

WHEREAS, the YBI Ramps Project consists of Phase 1 to replace the existing westbound on- and off-ramps located on the east side of YBI with new westbound on- and off-ramps that would improve the functional roles of the current ramps, and Phase 2 to implement critical improvements to realign Southgate Road; and

WHEREAS, In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. (Parsons Brinckerhoff) in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing for the YBI Ramps Project; and

WHEREAS, In October 2015, through Resolution 16-16, the Transportation Authority increased the Parsons Brinckerhoff contract amount to \$7,650,000 to provide design support services



during construction; and

WHEREAS, In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic and construction of Phase 1 is approximately 97% complete, it is an appropriate time to assess the remaining effort for Parsons Brinckerhoff to close out the Phase 1 project; and

WHEREAS, The estimated cost for Parsons Brinckerhoff to complete its construction support services (Attachment 1) and close out of Phase 1 of the project is \$820,000 with completion anticipated by December 31, 2017; and

WHEREAS, Three significant items have been added to the scope the project which are 1) landscaping, 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the San Francisco-Oakland Bay Bridge, and 3) Southgate Road Realignment Improvements, and require additional construction support services from Parsons Brinckerhoff; and

WHEREAS, This contract amendment is contingent on the allocation of additional federal and state funds for the project, anticipated to be allocated by Caltrans in April 2017; and

WHEREAS, This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B Seismic Retrofit and Bay Area Toll Authority funds and will be included in the Transportation Authority's mid-year budget amendment; and

WHEREAS, At its February 22, 2017 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the professional services contract with Parsons Brinckerhoff by \$820,000, to a total amount not to exceed \$8,470,000 for construction support services; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment

terms and non-material contract terms and conditions; and be it further

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

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

Attachment:

1. Scope of Services

Attachment 1

Scope of Services

Contractor shall provide the necessary full construction management services for the I-80/YBI Ramps Project in San Francisco, California. The construction management contract for the YBI Ramps Project will consist of a three-phase effort with Phase 1 consisting of pre-construction services; Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services.

The construction management (CM) services required will include:

TASK 1 – PRE-CONSTRUCTION SERVICES (Completed)

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

TASK 2 – CONSTRUCTION PHASE SERVICES (Ongoing)

- Perform all necessary construction administration functions as required by the Transportation Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Programs Manual including:
 - Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
 - Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
 - Prepare daily inspection reports documenting observed construction activities.
 - Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Transportation Authority, Caltrans oversight, U.S. Coast Guard, TIDA, the City and other interested parties. Prepare and distribute minutes of all meetings.
 - Take photographs and videotape recordings of pre-construction field conditions, during construction progress, and post construction conditions.

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

Booklet.

- Schedule, manage, perform and document all field and laboratory testing services. Ensure the Construction Contractor furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation Authority's Construction Contract Administration Procedures, Caltrans Construction Manual and the Caltrans Materials Testing Manuals.
- Prepare / submit a Source Inspection Quality Management Plan (SIQMP) to Caltrans and perform source inspection of commercial materials per the approved SIQMP. (Completed)
- Coordinate and meet construction oversight requirements of Caltrans, US Coast Guard, TIDA, the City and the US Navy for work being performed within the respective jurisdictions. Construction Manager shall be responsible for coordinating with Caltrans, US Coast Guard, TIDA and the City regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Monitor contractor's safety and health program for compliance with applicable regulations for the protection of the public and project personnel. Report any noted deficiencies to the contractor.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Contractor's detours and staging plans with Caltrans, and San Francisco Bay Bridge construction management staff.
- Maintain construction documents per Federal and State requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) – Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery". Enforce Quality Assurance requirements.
- Oversee environmental mitigation monitoring. Review contractor environmental deliverables and track compliance with project permits. (Completed)
 - Review construction documents and project permits to familiarize staff with anticipated issues and required surveys and monitoring schedules. (Completed)
 - Provide written and photo and/or video documentation of pre-construction field conditions for phases of construction with regards to environmental resource protection. A total of 4 site visits are anticipated, with 2 visits per construction year. (Completed)
 - Conduct nesting bird surveys for all vegetation removal activities, and for the moving of the historical buildings. If active nests are encountered coordinate with and state and federal agencies as needed to ensure compliance with the federal Migratory Bird Treaty Act and project permits. A total of 8 site visits are anticipated, with 4 visits per construction year. (Completed)
- Monitor and enforce Construction Contractor SWPPP compliance.

- Provide additional CM services per Amendment A: (ADDITIONAL SERVICES)
 - Coordinate building permit and resolve design/City issues related to the relocation of Quarters 10 and Building 267 to Clipper Cove. (Completed)
 - Provide time lapse photography and web-based photography management system. (Completed)
 - Provide 3.5 months additional CM services, mitigative efforts, and change orders associated with species protection/compliance with the Federal Migratory Bird Treaty Act. Mitigate project delays caused by nesting birds.(Completed)
 - Provide expedited submittal reviews required to mitigate project delays caused by nesting birds. (Completed)
 - Provide additional source inspection for Glass Fiber Reinforced Concrete Architectural Cladding
 - Provide coordination, change order, source inspection necessitated by Caltrans – directed change from modular bridge expansion joints to specialized seismic bridge expansion joints. (Completed)
 - Provide additional utility coordination to identify existing utilities and to relocate these utilities. Provide detailed coordination with San Francisco Public Utilities Commission Water and Power. (Completed)
 - Provide coordination and CM services related to construction staging changes requested by United States Coast Guard and Caltrans.
- Provide additional CM services per Amendment B: (ADDITIONAL SERVICES)
 - Provide 12 months additional CM services primarily focused on Glass Filter Reinforced Concrete Architectural Cladding, Irrigation and Landscaping, Vista Point improvements, and Southgate Road advanced improvements.

TASK 3 – POST-CONSTRUCTION SERVICES

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

GENERAL PROJECT ADMINISTRATION

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

- a) Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.

- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of DBE firm participation each month based upon current billing and total billed to date.
- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Construction Manager direct expenses and subconsultant charges will be attached.

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

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

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

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

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

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

The Construction Manager shall demonstrate competency in all fields of expertise required by this RFP. The Transportation Authority is undertaking this effort in its capacity as CMA for San Francisco and in cooperation with TIDA, the City's Mayor's Office, and Caltrans District 04.



Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

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

From: Eric Cordoba – Deputy Director for Capital Projects *EC*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. (PB) for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for PB to provide construction support services to close out Phase 1 of the project. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and Bay Area Toll Authority funds and will be drawn down from the approved construction phase budget for the project.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading to and from the SFOBB. The YBI Ramps Project – Phase 1 (original project) and YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements (new phase of critical improvements) are discussed below.

YBI Ramps Project – Phase 1

The YBI Ramps Project – Phase 1 consists of replacing the existing westbound on-ramp and the westbound off-ramp located on the east side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. Since 2008, the project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement was approved in December 2011 with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project, and authorized a construction allotment of \$63,874,686.

YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements

Based on discussions with TIDA, Caltrans, and the Bay Area Toll Authority (BATA), the Transportation Authority will take the lead on the implementation of critical Phase 2 improvements. The Phase 2 project as proposed will increase the length of the on-ramp and off-ramp on a new alignment to allow the YBI Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the project, and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and congestion at the Southgate Road/Hillcrest Road intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp, and would ensure all truck turning movements are accommodated. In addition, the I-80 eastbound off-ramp would be reconstructed.

DISCUSSION

The purpose of this memorandum is to seek approval to increase the amount of the professional services contract with Parsons Brinckerhoff, Inc. (PB), to complete construction support services for I-80/YBI Ramps Phase 1 improvements.

In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to PB for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The Phase 1 improvements are approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. Now that Phase 1 is open and funding has been secured for Phase 2, it is an appropriate time to assess the remaining effort for PB to close out Phase 1 construction support services. Construction completion and project close out of Phase 1 is anticipated by December 31, 2017. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and BATA funds and will be drawn down from the approved construction phase budget for the project. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The construction of the Phase 1 project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. In addition, there are three significant items that have been added to the scope the project which are 1) landscaping; 2) Vista Point improvements; and associated coordination with the opening of the bicycle and pedestrian path on the east span of the SFOBB; and 3) Southgate Road Realignment

Improvements.

As mentioned above, the Southgate Road Realignment Improvements are necessary to ensure the new I-80 westbound ramps function as designed. The improvements need to be completed in a timely manner not only to complement the I-80 westbound ramps, but to support the overall roadway circulation on YBI. In addition, the I-80 eastbound off-ramp needs to be completed prior to construction of the seismic retrofit of the existing YBI Bridge Structures on the west side of the island. In order to expedite the construction of the improvements and take advantage of the upcoming construction season, we plan to deliver a limited portion of Phase 2 improvements this summer through construction change orders to the existing construction contract with Golden State Bridge.

Funding for Phase 2: Southgate Road Realignment Improvements

We have been working with Caltrans, BATA and the California Transportation Commission to secure funding for these critical Phase 2 improvements. The total estimated cost for the project is \$38.4 million. The improvements have been deemed eligible for Federal Highway Bridge Program (HBP) Local Bridge Seismic Retrofit and Prop 1B Local Bridge Seismic Retrofit funds as a component of the I-80/YBI Westbound Ramps project under “Special Case Roadway” criteria. The Transportation Authority recently received a funding agreement from Caltrans Local Assistance for \$29.6 million in HPB funding, combined with \$2.5 million of Prop 1B funds for a total of \$32.1 million. BATA has identified two other funding sources, Bridge Seismic Retrofit and Bridge Rehabilitation, for the remaining \$6.3 million. A summary of the funding is as follows:

HBP Funding	\$ 29.6 million
Prop 1B Local Match	\$ 2.5 million
<u>BATA Funding</u>	<u>\$ 6.3 million</u>
Total Funding	\$ 38.4 million

Execution of this contract amendment is contingent on the allocation of additional federal and state funds as discussed above for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017.

Since a portion of this contract is funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority has adhered to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, PB has maintained approximately 15% DBE participation by contracting with three sub-consultants: African-American-owned and San Francisco-based firm Transamerican Engineers & Associates; Hispanic-owned firm Garcia and Associates; and Asian-owned firm Applied Materials Engineering (AME). In August 2015, Garcia and Associates was no longer considered a DBE firm based on Caltrans’ DBE requirements. In order to meet the DBE contract goal, the Transportation Authority approved the addition of AME to the consultant contract.

ALTERNATIVES

1. Increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.

3. Defer action, pending additional information or clarification from staff.

CAC POSITION

The CAC considered this item at its February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be fully reimbursed by a combination of Federal HBP, State Prop 1B Seismic Retrofit, and BATA funds. Execution of this contract amendment is contingent on the allocation of additional federal and state funds for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA. The proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment.

RECOMMENDATION

Increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

RESOLUTION ALLOCATING \$34,566,349 IN PROP K FUNDS, WITH CONDITIONS, FOR SIX REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received eight Prop K requests totaling \$34,931,349, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Vehicles – Muni, Guideways – Muni, New Signals & Signs Signals & Signs and Bicycle Circulation/Safety; and

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

WHEREAS, Four of the eight requests are consistent with the relevant strategic plan and/or 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's SFMTA's requests for the 67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches, New Signals Contract 63 - Additional Funds and Webster Street Pedestrian Signals - Additional Funds projects require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, staff recommended allocating a total of \$34,931,349 in Prop K funds, with conditions, for eight projects, as 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 adopted Fiscal Year 2016/17 budget to cover the proposed actions; and

WHEREAS, At its February 22, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its March 14, 2017 meeting, the Board approved an amendment to sever the request for the 23rd Avenue Neighborway project to allow additional time for Transportation Authority and SFMTA staff to meet with the District 1 Commissioner to address concerns raised about the project; and

WHEREAS, Subsequent to the March 14, 2017 Board meeting, the SFMTA withdrew its Prop K application for design funds for the Arguello Boulevard Traffic Signals Upgrade project in order to fund it with other sources;; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles-Muni, New Signals and Signs and Signals and Signs 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$34,566,349 in Prop K funds, with conditions, for six requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

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

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (8)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$ 30,096,835	\$ 146,614,000	84%	79%	Construction	Citywide
Prop K	22M	SFMTA	19th Avenue M-Line Track Replacement	\$ 1,278,000	\$ 6,390,000	78%	80%	Construction	7
Prop K	31	SFMTA	New Signals Contract 63 - Additional Funds	\$ 360,000	\$ 2,416,000	26%	85%	Construction	1, 3, 6, 7, 8
Prop K	31	SFMTA	New Signals Contract 64	\$ 126,514	\$ 700,000	26%	82%	Design	3, 5, 6, 8, 9, 10, 11
Prop K	33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$ 185,000	\$ 1,685,000	41%	8%	Construction	2, 5
Prop K	33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$ 250,000	\$ 250,000	41%	0%	Design	1, 2
Prop K	33	SFMTA	19th Avenue Signals Phase III	\$ 2,520,000	\$ 2,735,216	41%	8%	Construction	4, 7
Prop K	39	SFMTA	23rd Avenue Neighborhood	\$ 415,000	\$ 415,000	28%	0%	Planning	1
TOTAL				\$ 34,931,349	\$ 160,905,216	81%	77%		
				34,566,349	160,540,216				

Footnotes

- "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).
- Acronyms: SFMTA (San Francisco Municipal Transportation Agency)
- "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%.
- "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/AA Funds Requested	Project Description
17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$30,096,835	The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, prior to having all of the funds secured, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds, \$89.6 million in previously allocated regional and federal funds, and \$16.7 million in planned federal funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds to purchase the remaining 117 buses and provide warranty support through July 2023.
22M	SFMTA	19th Avenue M-Line Track Replacement	\$1,278,000	Funds will leverage over \$5 million in federal funds for replacement of track on the M-Ocean View light rail line from Rossmoor Drive to the Stonestown passenger platform on 19th Avenue. At Rossmoor Drive the scope also includes replacement of two concrete overhead catenary system poles, intrusion treatments to discourage vehicles from driving onto light rail tracks, and improvements to the median and pedestrian refuge island to improve pedestrian safety. Work will also be done at 19th Avenue and Junipero Serra Boulevard, including crosswalk re-alignment, a new pedestrian refuge area, and intrusion treatments. To minimize transit service impacts, the SFMTA will coordinate the construction schedule with the planned M-line service shutdowns in April and July 2017 required for the Twin Peaks Tunnel Track Replacement project. Construction is expected to be completed by February 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
31	SFMTA	New Signals Contract 63 - Additional Funds	\$360,000	In July 2016, the Transportation Authority allocated \$1.7 million in Prop K funds to construct six new traffic signals and three new flashing beacons at currently unsignalized intersections to improve traffic, pedestrian, and bicycle safety. The SFMTA is requesting additional funds to cover the unexpectedly high contract bid resulting from a bidding environment with a limited number of contractors combined with inflation, the rising cost of labor, and the increased complexity of traffic signal projects. The SFMTA has decided not to delay the project to re-bid, as it would risk a higher cost and delay implementation of safety improvements on Vision Zero corridors. All locations will have new pedestrian countdown signals (PCSS), accessible (audible) pedestrian signals (APSS), controllers, conduit, wiring, poles, and curb ramps. New flashing beacon locations will have new poles, wiring, and curb ramps. The project should be open for use by September 2017.
31	SFMTA	New Signals Contract 64	\$126,514	Requested funds will leverage \$573,486 in Prop A General Obligation Bond funds for the design of new traffic signals at nine intersections to improve traffic, pedestrian, and bicycle safety. The new traffic signals will include pedestrian countdown signals, accessible (audible) pedestrian signals, poles, curb ramps, and other signal infrastructure. The cost estimate reflects the rising construction costs of the recently bid signal projects. The SFMTA expects to complete design by March 2018 and construction by June 2019.
33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$185,000	In July 2016, the Transportation Authority allocated \$1.4 million in Prop K funds and \$142,000 in Prop AA funds to upgrade traffic signals at seven intersections on Webster Street between McAllister and California Streets. Similar to the New Signals Contract 63 request noted above, the SFMTA is requesting additional funds to cover an unexpectedly high contract bid resulting from a bidding environment with a limited number of contractors combined with inflation, the rising cost of labor, and the increased complexity of traffic signal projects. The SFMTA has decided not to delay the project to re-bid, as it would also risk a higher cost. The signal upgrades will add pedestrian countdown signals and accessible (audible) pedestrian signals to existing traffic signals at six intersections, and installation of new poles, mast arms, and larger signal heads at all seven intersections. Project should be open for use by December 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$250,000	<p>Funds will be used for design engineering to upgrade existing traffic signals at six intersections along Arguello Boulevard between Lake and Turk Streets, which is a Vision Zero High Injury Network corridor. The project scope includes signal visibility improvements (i.e., new poles, mast arms, and larger signal heads), installation of pedestrian countdown signals where they are lacking, and new accessible (audible) pedestrian signals. Work is being coordinated with the Arguello paving project and implementation of the Neighborhood Transportation Improvement Program (NTHP) planning project recommendations. The SFMTA expects to complete design by March 2018 and to complete construction in Summer 2019.</p>
33	SFMTA	19th Avenue Signals Phase III	\$2,520,000	<p>Funds will be used to construct traffic signal upgrades at five of the nine unsignalized intersections along 19th Avenue at Moraga, Wawona, Sloat, Winston and Rossmoor. Caltrans will cover the cost of signal upgrades at the four remaining intersections at Park Presidio/Lake, Park Presidio/Crossover Drive, Crossover Drive, and Crespi. Upgrades include 18 curb ramps, pole relocations, signal head upgrades, pedestrian countdown indicators and installation of transit priority signal (TPS) equipment at the Rossmoor and Junipero Serra intersections. The TPS improvements will be constructed under the contract for the M-line Track Replacement project (see separate request on this agenda). Upgrades at the four other locations will be constructed as part of the 19th Avenue Combined City Project, which consists of Muni Forward and pedestrian safety improvements including 40 curb bulbs, reconfigurations of medians and corner radii, a left-turn lane modification at Winston, and water and sewer system improvements. The signal at Rossmoor is expected to be open for use by February 2018, with the remaining four intersections open for use by August 2019.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
39	SEMTA	23rd Avenue Neighborway	\$115,000	Requested funds will be used for planning, public outreach, conceptual design, and environmental review of bicycle and pedestrian safety improvements along 23rd Avenue, which was identified as a high-priority route in the San Francisco Bicycle Strategy, and surrounding streets between Lake Street and Golden Gate Park. Building on the initial work done through the District 1 NTHP Planning project, the 23rd Avenue Neighborway project will develop a set of preferred treatments aimed at reducing vehicular traffic and speeds, giving priority to bicyclists and pedestrians, and reducing congestion. The SEMTA anticipates completing the planning phase by April 2018 and starting construction of the recommended improvements by early 2019.

TOTAL	\$34,931,349
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¹ See Attachment 1 for footnotes.

34,566,349

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Recommendations
17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$ 30,096,835	<p>5-Year Prioritization Program (5YPP) Amendment: The recommendation is contingent on a Vehicles-Muni 5YPP amendment to re-program \$30,096,835 from the Replace 100 ETI 40' Trolley Coaches (2015/16) project to the subject project. With this 5YPP amendment there will be \$70,025,216 available for allocation for trolley coach procurements in FY 17/18 when the next procurements are planned. See attached 5YPP amendment for details.</p> <p>The recommendation is contingent upon approval by the Metropolitan Transportation Commission, anticipated March 22, 2017, to program \$164.2 million in Federal Transit Administration (FTA) formula funds to the subject project. The recommendation is also contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
22M	SFMTA	19th Avenue M-Line Track Replacement	\$ 1,278,000	<p>Contrary to Prop K policy that prohibits the advertisement of services or contracts to be funded by Prop K prior to allocation of funds by the Transportation Authority Board, the SFMTA advertised the project's construction contract in December 2016. We have reminded the SFMTA of this policy and advised SFMTA that it should not presume a positive Board action or that the Board may not modify the funding request.</p>
31	SFMTA	New Signals Contract 63 - Additional Funds	\$ 360,000	<p>5YPP Amendment: Recommendation is contingent upon a concurrent amendment to the Prop K New Signals and Signs 5YPP to program \$248,486 from the New Traffic Signals (5 Locations) FY 16/17 design placeholder and \$111,514 deobligated from projects completed under budget to the subject project. See attached 5YPP amendment for details.</p>
31	SFMTA	New Signals Contract 64	\$ 126,514	
33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$ 185,000	<p>5YPP Amendment: Recommendation is contingent upon a concurrent amendment to the Prop K Signals and Signs 5YPP to program \$185,000 deobligated from projects completed under budget to the subject project. See attached 5YPP amendment for details.</p>
33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$ 250,000	
33	SFMTA	19th Avenue Signals Phase III	\$ 2,520,000	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Recommendations
39	SEMTA	23rd Avenue Neighborway	\$ 115,000	The 2014 Bicycle Circulation/Safety 5YPP conditioned allocation of funds from the Bicycle Network Expansion and Upgrades line upon SEMTA providing, on an annual basis, a prioritized list of projects to be designed and constructed in a given fiscal year. For FY 2016/17, SEMTA plans on requesting Prop K funds from the Bicycle Network Expansion and Upgrades line for the subject project only.
TOTAL \$			34,931,349	

¹ See Attachment 1 for footnotes.

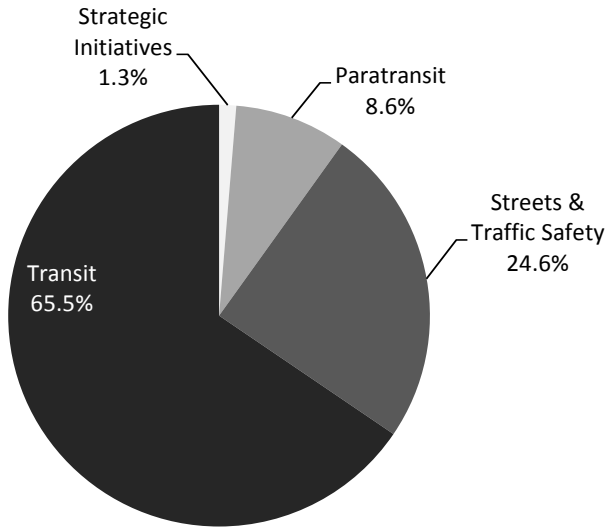
34,566,349

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

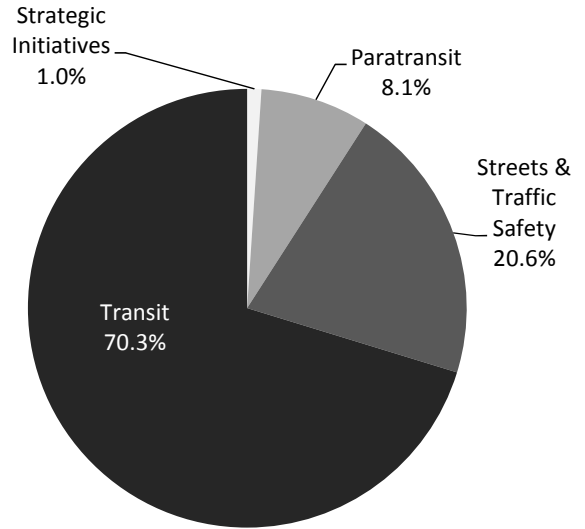
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 93,191,193	\$ 44,488,051	\$ 34,950,761	\$ 13,307,281	\$ 445,100	\$ -
Current Request(s)	<u>\$ 34,566,349</u>	<u>\$ 30,000</u>	<u>\$ 23,367,809</u>	\$ 10,785,535	\$ 226,707	\$ 52,099
New Total Allocations	<u>\$ 127,757,542</u>	<u>\$ 44,518,051</u>	<u>\$ 58,318,570</u>	\$ 24,092,816	\$ 671,807	\$ 52,099

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

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

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

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Allocate \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have eight requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$34,931,349 in Prop K funds to present to the Board. The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds and over \$106 million in federal and state funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds (expected to be programmed by the Metropolitan Transportation Commission later this month) to purchase the remaining 117 buses and provide warranty support. The SFMTA has requested construction funds for four projects: replacement of light-rail track on 19th Avenue for the M-Ocean View line (\$1.3 million); traffic signal upgrades at five intersections along 19th Avenue (\$2.5 million); and additional funds to cover the higher than anticipated costs for traffic signal upgrades (including pedestrian countdown and accessible pedestrian signals) at seven intersections along Webster Street (\$185,000) and for six new traffic signals throughout the city (\$360,000). The SFMTA has requested design funds to upgrade six traffic signals along Arguello Boulevard (\$250,000) and for nine new traffic signals throughout the city (\$126,514). Finally, the SFMTA has requested \$115,000 for the planning phase of the 23rd Avenue Neighborway project to identify traffic calming, bicycle and pedestrian safety improvements along the corridor between Lake Street and Golden Gate Park.

BACKGROUND

We have received eight requests for a total of \$34,931,349 in Prop K funds to present to the Board at its March 14, 2017 meeting, for final approval at its March 21, 2017 meeting. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Vehicles - Muni
- Guideways - Muni

- New Signals & Signs
- Signals & Signs
- Bicycle Circulation/ Safety

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

DISCUSSION

The purpose of this memorandum is to present eight Prop K requests totaling \$34,931,349 to the Board and to seek its approval to allocate the funds as requested. Attachment 1 summarizes the eight requests, 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 each project. A detailed scope, schedule, budget and funding plan for each project is included in the enclosed Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Allocate \$34,931,349 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Allocate \$34,931,349 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$34,931,349 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for eight requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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.

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 \$34,931,349 in Prop K Funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (8)

RESOLUTION ADOPTING THE LOMBARD STUDY: MANAGING ACCESS TO THE
“CROOKED STREET” FINAL REPORT

WHEREAS, The Lombard Study: Managing Access to the “Crooked Street” (Study) was recommended by Commissioner Farrell for Prop K half-cent sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program, which was established to fund community-based efforts in San Francisco neighborhoods; and

WHEREAS, The Study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks and one which attracts millions of visitors each year; and

WHEREAS, The purpose of the Study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods; and

WHEREAS, The Study found and documented significant levels of congestion around the Crooked Street and surrounding neighborhood, resulting from over two million visitors per year to a residential area; and

WHEREAS, The Study found that in the absence of a dedicated management organization to address the impacts of the visitors to the Crooked Street, detrimental impacts to quality of life, ease of access, and health and safety result; and

WHEREAS, The study team conducted an evaluation of potential interventions and solutions to the congestion and related issues identified at and around the Crooked Street, and solicited input and feedback on these solutions from the community; and

WHEREAS, Based on community input and technical evaluation, the Study recommends (1)



improved enforcement of existing regulations by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department, (2) engagement of the tourism industry as partners in visitor management, (3) engineering and signage enhancements by SFMTA, and (4) the further study and development of a reservations and pricing system for vehicles by the Transportation Authority; and

WHEREAS, On February 22, 2017, the Citizens Advisory Committee was briefed on the Study's Draft Final Report and adopted a motion of support for its adoption; and

WHEREAS, At its March 14, 2017 meeting, the Board approved an amendment to clarify the Study's recommendations; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Lombard Study: Managing Access to the "Crooked Street" Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. Lombard Study: Managing Access to the "Crooked Street" Final Report



Memorandum

Date: 03.10.17; *Revised 03.14.17* **RE:** Board
March 14, 2017

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

From: Jeff Hobson – Deputy Director for Planning *JH*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION/ACTION** – Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report

Summary

The Managing Access to the Crooked Street Study was recommended by Commissioner Farrell for \$100,000 in Prop K sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program (NTIP). The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). This study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks and one which attracts millions of visitors each year. The purpose of the study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. Andrew Heidel, Senior Transportation Planner, will present the results and recommendations of this study to the Board. The presentation is included in the meeting packet and the draft report is included an enclosure.

BACKGROUND

The Lombard Study: Managing Access to the “Crooked Street” (Study) was recommended by Commissioner Farrell for Prop K half-cent sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program, which was established to fund community-based efforts in San Francisco neighborhoods. The Study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks.

DISCUSSION

The purpose of the Study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. The Study, through a review of previous documentation of transportation issues in the area and significant new data collection, found and documented significant levels of congestion around the Crooked Street

and surrounding neighborhood. This residential area now absorbs the impacts of over two million visitors per year, which results in levels of congestion more common to a downtown area. The Study found that in the absence of a dedicated management organization to address the impacts of the visitors to the Crooked Street, this volume of visitors results in detrimental impacts to quality of life, ease of access, and health and safety.

The study team conducted an evaluation of potential interventions and solutions to the congestion and related issues identified at and around the Crooked Street, and solicited input and feedback on these solutions from the community. Based on community input and technical evaluation, the Study recommends (1) improved enforcement of existing regulations by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department, (2) engagement of the tourism industry as partners in visitor management, (3) engineering and signage enhancements by SFMTA, and (4) the further study and development of a reservations and pricing system for vehicles by the Transportation Authority, including the creation or designation of a dedicated entity to manage the system and other interventions to address the impacts of visitors to the Crooked Street.

ALTERNATIVES

1. Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report, as requested.
2. Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

CAC POSITION

The CAC considered this item at its February 22, 2017 meeting. After considerable discussion and public comment, the CAC adopted a motion of support for the staff recommendation, with one member opposing (noting that the study should have given more focus to transit and park-and-ride type options) and one member abstaining.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report.

Enclosure:

1. Lombard Study: Managing Access to the “Crooked Street” Final Report



Memorandum

Date: 03.15.17 **RE:** Board
March 21, 2017

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

From: Eric Cordoba – Deputy Director for Capital Projects *EC*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Major Capital Projects Update – Central Subway

Summary

The Central Subway is one of the signature projects in the Prop K sales tax Expenditure Plan. As Phase 2 of the T-Third light-rail line, it will extend from 4th and King Streets to Chinatown, with a surface station at Brannan Street and underground stations at the Yerba Buena/Moscone Center, Union Square, and Chinatown. Work on this project reached 64% in December 2016. Construction has been completed on the two utility relocation contracts and the tunnels contract. Work is proceeding on the \$844 million stations and systems contract where the contractor, Tutor Perini, will construct the three underground stations, the surface station, and the overall systems for the project. Excavation is well underway at all three underground stations and work is proceeding at the surface station. As of the end of December 2016, expenditures on this contract reached \$448.2 million, or 51% of the total contract value. As of the same date, the project had paid \$180.92 million to Small Business Enterprises, which represents 21% of the total expenditures. The project budget remains at \$1.578 million, which is the baseline established in 2010. The project contingency stands at \$78.49 million, \$18.49 million over the Federal Transit Administration’s recommended contingency level of \$60 million at this point of the project. Revenue service is forecasted for September 2019, nine months later than the baseline, though the San Francisco Municipal Transportation Agency and the contractor are working on recovery plans.

BACKGROUND

The San Francisco Municipal Transportation Agency’s (SFMTA’s) Central Subway project will extend the T-Third light rail line (also known as the Initial Operating Segment of the Third Street Light Rail Project) north from King Street along Fourth Street, entering a tunnel north of Bryant Street, crossing beneath Market Street, and running under Stockton Street to Stockton and Washington Streets. A surface station will be provided near Brannan Street, and underground stations will be located at Yerba Buena/Moscone Center, Union Square, and Chinatown. The Central Subway is one of the signature projects in the Prop K Expenditure Plan.

On March 30, 2010, through Resolution 10-51, the Board adopted a Baseline Budget, Schedule and Funding Plan for the Central Subway project and subsequently adopted an amended funding plan on February 15, 2011, through Resolution 11-44. On October 11, 2012 the SFMTA received the Full Funding Grant Agreement from the Federal Transit Administration (FTA), which represents the federal government’s commitment of \$942 million in New Starts funds to the project. Construction started in January 2010.

DISCUSSION

The purpose of this memorandum is to provide an update on the Central Subway project.

Budget: The Baseline Budget for the Central Subway project is \$1.578 billion in year-of-expenditure dollars. As of December 31, 2016, the project had incurred \$1.017 billion in costs against \$1.328 billion in allocations. The expenditures reflect 64.42% of the overall Baseline Budget. The current cost Forecast-at-Completion remains unchanged at \$1.578 billion. The project contingency stands at \$78.49 million, \$18.49 million over the FTA recommended contingency level of \$60 million at this point of the project.

Central Subway Baseline Budget (in millions)	
Preliminary Engineering	\$46.2
Final Design	\$83.7
Construction	\$1,080.6
Real Estate	\$37.4
Vehicles	\$26.4
Project Management	\$206.4
Other*	\$22.9
Unallocated Contingency	\$74.4
Approved Baseline Budget Total	\$1,578.3
Forecast Cost at Completion	\$1,578.3

*Other includes legal, permits, review fees, survey, testing, investigation, inspection, and startup

Funding: The funding plan for the project is depicted in the table below and in a more detailed format in Attachment 1. All funding sources are allocated, with the exception of about \$173 million in Federal New Starts funds, which are committed to the project by the FTA, but subject to annual appropriations by Congress.

The funding plan includes \$88.0 million in State Regional Improvement Program (RIP) funds, which were committed by the Transportation Authority to the project years ago. As reported in prior updates, most of this amount (\$75.5 million) is unlikely to be available in time to meet the project's cash flow needs.

The Transportation Authority and the SFMTA have long recognized that the RIP is a very erratic source of funding and one that has been chronically under-funded for more than a decade. Thus, we continue to support the SFMTA in the identification of alternate fund sources that can meet the project's cash flow needs. The Transportation Authority will uphold its RIP commitment by programming those funds to other eligible SFMTA RIP projects as the funds become available.

Central Subway Funding Plan by Source (in millions)	
Federal 5309 New Starts Program	\$942.2
Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$41.0
State Prop 1B – SFMTA	\$225.3
State Regional Improvement Program/Other Local	\$88.0
State Prop 1B – MTC	\$82.5
State Prop 1A High-Speed Rail Connectivity	\$61.3
State Traffic Congestion Relief Program (TCRP)	\$14.0
Local Prop K Sales Tax	\$124.0
Total Funding	\$1,578.3

Schedule: As shown below, revenue service on the Central Subway is forecasted to commence on September 2019, nine months later than the Baseline schedule. Although there are various reasons for the delay, a good portion is due to the contractor’s difficulties in meeting its anticipated production rates at the Chinatown Station. The contractor is required to implement a recovery schedule to put the project back on schedule. To that effect the contractor has implemented more work shifts and is replacing some of the current equipment with more efficient ones. The SFMTA is performing a schedule re-evaluation, utilizing an updated contract schedule. Other recovery options are being implemented in key areas as work proceeds. The SFMTA continues to meet with the contractor to discuss all schedule concerns and comments. The controlling critical (longest) path currently runs through the excavation and construction of the Chinatown Station, followed by Surface Station and Systems construction and, finally, commissioning and pre-revenue activities.

Central Subway Construction Milestones	
Construction Start	Jan-10
Start tunnel boring with tunnel boring machine (TBM)	May-13
Tunnels substantial completion	Apr-15
Start Stations and Systems contract	Jun-13
Complete Yerba Buena/Moscone Center Station	Mar-19
Complete Chinatown Station	Mar-19

Complete Union Square/Market Street Station	Mar-19
Completion of Stations and Systems	Jun-19
Startup and Commissioning begins	Mar-19
Revenue service	Sep-19

Status: The project is being delivered in four construction packages, all of which have been awarded: Utility Relocation 1, Utility Relocation 2, Tunnels, and Stations and Systems. Both Utility Relocation contracts and the \$241.29 Tunnels contract have been completed. Work is underway on the Stations and Systems contract, where expenditures have reached \$448,222,878 against a contract value of \$844,494,796, for 51% of the total. This is the largest single construction contract ever awarded by the SFMTA.

Tutor Perini, the contractor for the Stations and Systems contract, is proceeding at all four station locations. At the Chinatown Station, the headhouse has been mostly excavated and mining of the station cavern is underway. At the Union square station, work continues in excavation and shoring of the station box and at the station headhouse on the Union Square garage. Meanwhile, at the Yerba Buena/Moscone Center station, excavation has reached the invert and the tunnel liners have been removed within the station box. For the surface station at 4th and Brannan Streets, work has been completed on the special trackwork at 4th and King Streets, the 78 inch sewer reconstruction and the 48 inch sewer installation. Ductbank and pavement renovation is also underway.

Disadvantaged Business Enterprise/Small Business Enterprise (SBE) Program: The Central Subway's SBE program is based on contract-specific goals ranging from 6% to 30%, depending on the type of work and availability of SBEs. As of December 31, 2016, the project has paid out \$180.92 million to SBEs, which represents 21% of the total expenditures. For its part, the \$843 million Stations and Systems contract has a goal of 20%, which represents \$169 million to SBEs. Actual payments to SBEs under this contract have reached \$88.39 million, or 19.7% of the total. A detailed SBE report is included as Attachment 2.

Challenges: Although all funding for the project is identified, there is a need for ongoing advocacy to ensure that annual appropriations of the remaining \$173 million in New Starts funds remain at the levels needed to meet project cash flow needs. Recent appropriations have been keeping pace with projected needs. Another funding concern is the need to secure an alternate funding source for the remaining \$75.5 million in RIP funds which almost certainly won't be available when required to meet the project's cash flow needs given projected state funding levels. As noted above, Transportation Authority and SFMTA staffs continue to work together on this topic.

Although the official schedule for revenue service remains unchanged, the forecasted completion is nine months later than the Baseline. Despite ground conditions being as anticipated in the Chinatown cavern, the contractor's productivity has been lower than planned. The SFMTA has held two schedule workshops with the participation of FTA and Transportation authority staff, to discuss strategies to improve the schedule. The contractor has implemented mitigation efforts, in an effort to recover lost time but continues to fall behind. The SFMTA is working on identifying schedule recovery options, such as overlapping activities that can take place concurrently, and re-organize the testing and startup schedule. Even with all the efforts, the contractor may be unable to make up the time. Should that be the case, the contract stipulates liquidated damages at the rate of \$50,000 per day.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (2):

1. Central Subway Funding Plan
2. Central Subway SBE Participation

Attachment 1
Central Subway Full Funding Plan
Updated: February 2017

Source ²	Type	Status	Project Phases ¹					Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON			
5309 New Starts	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$685,198,594	\$769,200,000	\$942,200,000	
		Programmed	\$0	\$0	\$0	\$173,000,000	\$173,000,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
CMAQ ³	Federal	Allocated	\$0	\$14,328,445	\$0	\$26,696,555	\$41,025,000	\$41,025,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$0	\$0	\$61,308,000	\$61,308,000	\$61,308,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1B- MTC	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$63,270,813	\$87,895,815	\$87,895,815	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1B-SFMTA	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$194,499,677	\$219,896,185	\$219,896,185	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
RIP-SF/Other ^{3,4}	State	Allocated	\$0	\$0	\$0	\$12,498,000	\$12,498,000	\$88,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000		
TCRP	State	Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000	\$14,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop K	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$92,414,199	\$123,975,000	\$123,975,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Totals		Allocated	\$45,453,112	\$113,681,636	\$34,777,414	\$1,135,885,838	\$1,329,798,000	\$1,578,300,000	
		Programmed	\$0	\$0	\$0	\$173,000,000	\$173,000,000		
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000		
			\$45,453,112	\$113,681,636	\$34,777,414	\$1,384,387,838	\$1,578,300,000		

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).

² Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, MTC - Metropolitan Transportation Commission, RIP - Regional Improvement Program, SFMTA - San Francisco Municipal Transportation Agency, and TCRP - Traffic Congestion Relief Program.

Central Subway Full Funding Plan
Updated: February 2017

³ In January 2008, the Transportation Authority working with MTC and SFMTA brokered a fund swap of \$4 million in FY 2008/09 RIP funds programmed to Central Subway for an equivalent amount of CMAQ funds for the subject project. The swap gave SFMTA quicker access to the funds than would have been possible with the delay in available RIP funds. The \$4 million in CMAQ funds count toward the Transportation Authority's RIP commitment to the project. The RIP funds helped MTC address eligibility issues for a regional project. In November 2008, the Transportation Authority approved a swap that traded \$2,025,000 in FY 2008/09 Prop K funds for an equivalent amount of CMAQ funds to help SFMTA meet timely use of funds deadlines for three separate Regional Bike and Pedestrian Program (RBPP) projects (Res. 09-25), without any negative impacts to the Central Subway Program.

⁴ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four signature Prop K projects, including Central Subway. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made Central Subway the second highest priority after Presidio Parkway (required by the State) for future RIP funding cycles until those commitments are fulfilled. The Presidio Parkway RIP commitment was fulfilled with adoption of the 2012 State Transportation Improvement Program, making Central Subway the highest priority for RIP funds. The Transportation Authority and SFMTA are working together to ensure that alternate funding is available to the project, given that the remaining RIP funds are not likely to be available in time to meet the project's cash flow needs.



Connecting people. Connecting communities.

PROGRAM SUPPORT CONTRACTS – SBE PARTICIPATION

Appendix E presents the Central Subway Program Small Business Enterprise or SBE goals and the actual SBE participation achieved to date – as of December 31, 2016.¹

CS Program SBE Summary Table for Professional Services and Construction Contracts

The summary compares the dollar value of the Base Contracts, the SBE Contract Goals, the percent and dollar value expended to date and the SBE actual participation to date.

Appendix E - Monthly Progress Report - Reported Quarterly in 2016
CS Program SBE Summary Table for Professional Services and Construction Contracts

Contract No.	Contractor	Services/Segment	A	B	C	D	E	F	G	
			Contract Amount	SFMTA SBE Contract Goal	Contract Expenditure to Date (Est.)	SBE Actual to Date	SBE Contract \$ = A * B	SBE Amount to Date = C * D	Contractor's SBE Goal (in Bid)	
A Project Professional Services Contracts			millions		millions		millions	millions		
1	149	CS Partnership	Project Management	\$85.14	30%	\$58.54	39.7%	\$25.54	\$23.25	31.4%
2	156	Hill International	Project Controls Task 1	\$17.11	26%	\$9.60	28.9%	\$4.45	\$2.77	26.0%
3	155-1	PE Telemon	Tunnels Design	\$7.94	30%	\$7.89	29.7%	\$2.38	\$2.34	31.8%
4	155-2	CS Design Group	Stations Design	\$36.52	30%	\$35.21	37.5%	\$10.96	\$13.20	36.4%
5	155-3	HNTB, Inc. - B&C	Systems, Track & Surface Station Design	\$17.23	30%	\$25.83	26.8%	\$5.17	\$6.92	30.0%
Subtotal Professional Services				\$163.94		\$137.07		\$48.50	\$48.49	
B Project Construction Contracts			millions		millions		millions	millions		
1	1250	Synergy Inc	Utility Relocation 1	\$11.97	20%	\$11.97	97.2%	\$2.39	\$11.63	96.4%
2	1251	Synergy Inc	Utility Relocation 2	\$20.79	20%	\$20.79	87.4%	\$4.16	\$18.18	94.9%
3	1252	BH	Tunnels and Portal - in Construction	\$241.29	6%	\$24.88	5.8%	\$14.48	\$13.58	6.1%
4	1277	MH Construction	Pagoda Demolition	\$0.65	100%	\$0.65	100.0%	\$0.65	\$0.65	100.0%
5	1300	Tutor-Perini	Stations/Track/Systems - in Construction	\$42.94	20%	\$448.22	19.7%	\$168.59	\$88.39	25.5%
Subtotal Construction Contracts				\$1,117.64		\$716.52		\$190.27	\$132.43	
Contract	Contractor	Services/Segment	Base Contract	SFMTA Goal	Expenditures	SBE Actual	= A * B	= C * D	Bid Goal	
			A	B	C	D	E	F	G	

SBE Summary Table Notes and Sources:

- a) Column A is the base contract amount awarded. Column B is the Agency SBE goal percent for each contract awarded.

The SFMTA SBE Contract Goals are also on the Central Subway web site under the listing of on-going contracts – see “**Closed and Awarded Contracts**” at this link: <http://centralsubwaysf.com/content/closed-and-awarded-contracts>

- b) Column C shows each contract’s current amount expended to date (estimated) including accruals. Column D is the actual SBE percent level of each contract based on payments to date.

Column E is the expected SBE dollar amount when the contract amount is completed and the SFMTA SBE goal achieved using this calculation: Columns A * B = Column E, the SBE Expected \$ Amount.

Column F is the actual SBE dollar amount out of the total contract expenditure to date:

Columns C * D = Column F, the SBE Expended \$ Amount.

The source of the SBE actual percent to date and dollar amounts are Progress Payment

Agenda Item 12: Update on the Peninsula Corridor Electrification Project

Status of the contracts on the Peninsula Corridor Electrification Project:

In September 2016, a Limited Notice to Proceed (LNTP) was issued to the contractors to advance design of the project. The terms of the contract were guaranteed if a Full Notice to Proceed (NTP) was issued on March 1, 2017. On March 1, 2017 contractors were scheduled to move into the construction phase of the project. On February 17, 2017, FTA announced that execution of the Core Capacity grant would be delayed until the President makes decisions about the availability of funds in the Administration's upcoming budget proposal to Congress. Caltrain negotiated with the contractors for an extension to preserve the electrification project's contracts during this time. The contracts are fixed price design build contracts with prices tied to the proposed schedules submitted by the contractors.

How long is the extension with the contractors:

On February 27, 2017, Caltrain announced that it has negotiated an extension of the deadline for contractors to begin construction of the Peninsula Corridor Electrification Project while the agency awaits a decision from the FTA about the execution of a \$647 million funding agreement. The contractors agreed to extend the deadline for four months, from March 1 to June 30. Buying additional four months of time from the contractors could require the utilization of up to \$20 million in project contingency that otherwise would have been available for construction related expenses in the future. The sooner the grant agreement is executed, the smaller the impact will be to the project's contingency.

Current status of the FTA Core Capacity Full Funding Grant Agreement:

Caltrain has been working with the FTA since 2009 to ensure that the project meets all of the rigorous statutory and regulatory requirements of the Core Capacity competitive discretionary program. The project was rated highly after thorough evaluation including ridership studies, design assessments, financial analyses and cost benefit evaluations by the FTA and the U.S. Department of Transportation. On Friday February 17, 2017, the Caltrain FFGA completed the mandatory 30- day review period and is eligible for a signature to be executed. FTA announced that execution of the Core Capacity grant would be delayed until the President makes decisions about the availability of funds in the Administration's upcoming budget proposal to Congress.

The PCEP has already received \$73m in previously appropriated Core Capacity funds and the FFGA would allow Caltrain to access those funds in addition to future Core Capacity funds. The FY17 House and Senate Appropriations bill included \$333m for the core capacity program and the House bill specifically recommended \$100m for the PCEP.

In March, Caltrain Executive team, contractors, and members of the business community are meeting with officials in Washington D.C. to ensure that the merits and benefits of this project, which will create jobs throughout the country, is understood clearly by the Administration and key Members of Congress.

Every project that has achieved the FTA milestones mentioned above has received an executed Full Funding Grant Agreement.

For additional information:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electrification+Documents/PCEP+FAQ.pdf>

Contact Information: Casey Fromson, Caltrain Government Affairs Director,
fromsonc@samtrans.com



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Railyard Alternatives & I-280 Boulevard (RAB) Feasibility Study

Led by the San Francisco Planning Department, the RAB Study is a multi-agency analysis of transportation and land use alternatives in the most rapidly growing areas of the City, including: South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill.

San Francisco Planning Department
SFCTA Board Update
March 14, 2017

San Francisco
Planning
3

Photo: Waseu Cornet

The Planning Department is studying the five following components.

- Each component is being studied individually, as well as combined with others.
- Each component represents a **potential big move** to improve access and quality of life for the east side of the City.
- Each decision is a **100-year decision** that will impact our entire region.
- **None of the component options require I-280's removal.**
- Cost estimates and potential schedule implications will be provided at the Public Meeting (Summer 2017)
- Component #1 will be the **first decision** that needs to be made.

1: Rail Alignment to Transbay Transit Center (TTC)

How High Speed Rail and Caltrain trains connect from the county line into Transbay Transit Center (TTC) has major implications for both the urban fabric and future development potential along the corridor.

2: Transbay Transit Center (TTC) Loop

The Transbay Transit Center Loop entails creating a loop track/extension to enhance operational capacity at the TTC and potentially incorporate a second Transbay tube to the East Bay.

3: Railyard Reconfiguration/Relocation

Modifying or relocating some or all of the activities at the 4th/King Railyard would allow Caltrain to operate on a smaller footprint, while potentially freeing up land for open space and future development opportunities.

4: Boulevard I-280

In the long term, replacing the end of I-280 north of Mariposa with an urban surface boulevard, similar to the Embarcadero or Octavia Blvd, could create new open space, improve circulation and allow connectivity throughout the area that is currently separated by 1.2 miles of I-280.

5: Opportunities for the Public's Benefit

Relocating the Caltrain Railyard and/or creating a surface-level boulevard instead of the elevated freeway makes new land available for housing, commercial development, and open space.

Component 1: Rail Alignment to Transbay Transit Center (TTC)



The three options for connecting High Speed Rails (HSR) and Caltrain to the Transbay Transit Center (TTC) are outlined on this map. The RAB Study analysis will review construction methods and rail alignment configurations, as well as seek opportunities to fund and build a cost effective project.

RAB – Citizen Working Group

COMMUNITY/DISTRICT/STAKEHOLDER	NAME
Chair – represents Dogpatch (District 10) Bayview CAC	Ron Miguel Devanshu Patel
California College of the Arts	Jennifer Stein
Eastern Neighborhoods CAC	Daniel Murphy
Mission Bay CAC	Corinne Woods
Potrero Hill	Brian Scully
Potrero Hill	Rick Hall
Potrero Hill	J. R. Eppler
Regional focus	James Haas
SoMa (District 6)	Brian David Shaw
Southeast	Sophie Maxwell
South Beach/Rincon/ Mission Bay	Jackson Fahnestock
SPUR	Ratna Amin
TJPA CAC	Bruce Agid
UCSF	Tammy Chan
Bicycle/pedestrian advocacy	Nathan Mee
Business	David Brentlinger
Environmental/Transportation	Howard Strassner
Housing	Alice Light
Senior/disability community	Ted Olsson
Transportation advocacy/ Business	Adina Levin

A Citizen Working Group (CWG) was launched Summer 2016 to aid the Study Team in **assessing the existing conditions** of the area and **weigh-in on possibilities for the future**. Made up of **21 members** representing broad interests within the communities surrounding the Caltrain right-of-way, the 4th/King Railway, and the I-280 right-of way. Includes: area residents, businesses, and employers, CAC’s, various advocacy groups (pedestrian/bike, transportation, car users, environment, seniors/people with disabilities, etc). More information is available on the project website.

RAB – Evaluation Matrix Criteria

Criteria being studied are broken into 7 major topic areas:

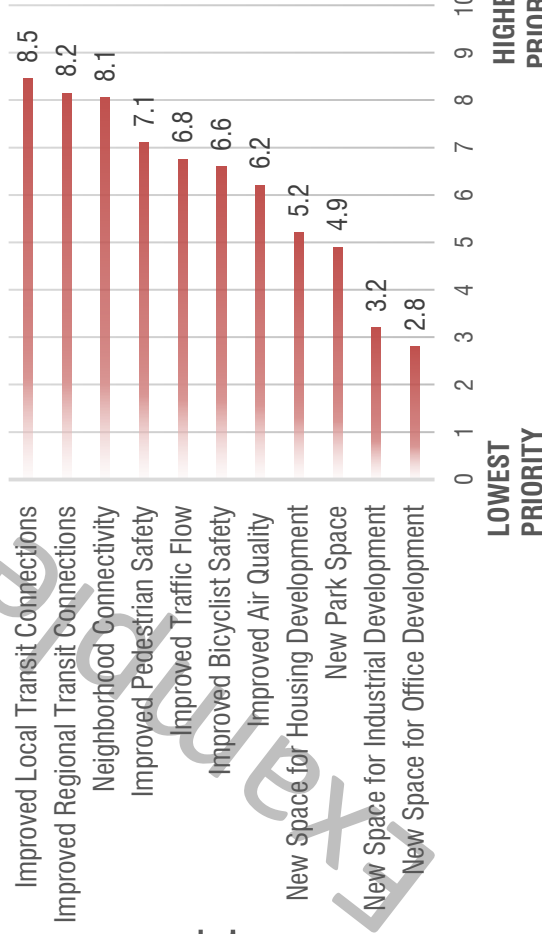
- Technical Feasibility Criteria – provided by the partners to the project (CalSTA, CHSRA, MTC, CalTrans, TJPA, Caltrain, CCSF departments/agencies. These items **MUST** be met by each option under consideration. (minimum radii, minimum number of tracks, etc)
- Mobility (access to jobs/housing/parks, efficiency of service, multi-modal connectivity, etc)
- Capacity (Number of trainsets accommodated, transit improvements, Vehicle LOS/VMT, etc.)
- Policy (Vision Zero, affordable housing goals, etc)
- Social Criteria (ability to knit back neighborhoods, ability to adapt to sea level rise, etc)
- Schedule implications (DTX, Caltrain electrification of 4th/King, etc)
- Costs (construction costs, value capture, economic impact)

- ❑ The evaluation matrix provides information only
 - Qualitative versus Quantitative criteria
 - Doesn't weight the criteria or provide a decision making tree.
- ❑ Values must be taken into account
 - Differ across stakeholders and decision-makers
- ❑ Tradeoffs will become important

How important is relocating the 22nd Street Caltrain Station?



WHAT ISSUES ARE THE MOST IMPORTANT TO PRIORITIZE

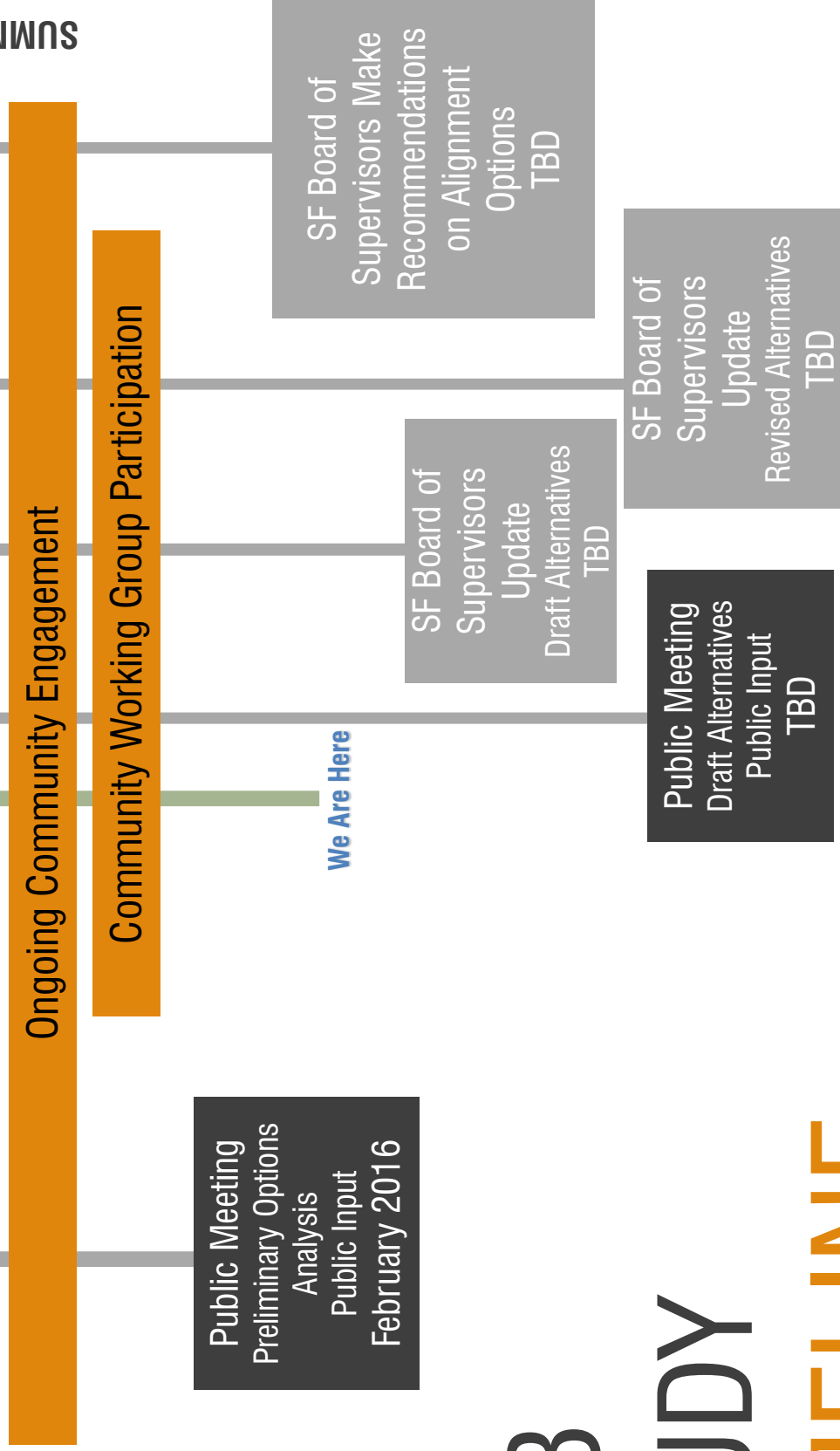


PHASE I –
Preliminary Options Analysis
June 2014 – Feb 2016

PHASE II –
Alternatives Development Feb 2016 – Summer 2017

SUMMER 2017

JUNE 2014



RAB STUDY TIMELINE

THANK YOU

WWW.SF-PLANNING.ORG/RAB

STUDY MANAGER
SUSAN GYGI, PE



Memorandum

Date: 03.15.17 **RE:** Board
March 21, 2017

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

From: Eric Cordoba – Deputy Director for Capital Projects *EC*
Anna LaForte – Deputy Director for Policy and Programming *AL*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

In response to feedback provided by the Board, the Transbay Joint Powers Authority (TJPA) has revised its prior \$6,774,400 request for Prop K funds for preliminary engineering of the Caltrain Downtown Extension (DTX) to a reduced scope and cost of \$4.5 million. The revised scope advances design of project segments that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB). As requested by Transportation Authority staff, the TJPA has also submitted a new request for \$915,000 for a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the DTX. With the evolution of construction technologies and methodologies since the project was environmentally cleared in 2004, there are opportunities worth exploring. TJPA expects to complete the tunneling study in about three months following issuance of a Notice to Proceed and will report back to the Board when the study is completed. We are proposing similar special conditions as were previously presented to the Board, including allowing the Transportation Authority to call for the work to be paused and renegotiated or cancelled if the Board endorses a different alignment and requiring continued compliance with the oversight protocol attached to the enclosed allocation request forms. In addition, we are requesting appropriation of \$200,000 in Prop K funds to enable us to tap into our on-call oversight and engineering services contract approved by the Board last month, to bring on independent experts in tunneling, cost estimation, right of way acquisition, and funding to assist with oversight and peer review of the DTX project during this critical preliminary engineering stage.

BACKGROUND

This item was previously considered by the Board at its January 24, 2017 meeting and continued in order to allow more time to brief Board members and to be able to consider the item after receiving a presentation by the San Francisco Planning Department on its Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB). Subsequently, Chair Peskin also requested that the Peninsula Joint Powers Board provide an update on the status of the Full Funding Grant Agreement for the Peninsula Corridor Electrification Project at the same meeting as the Downtown Extension (DTX) and RAB item.

All three items are scheduled to be heard at the March 21 Board meeting.

The Prop K transportation sales tax funds being requested by the Transbay Joint Powers Authority (TJPA) and Transportation Authority staff come 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. TJPA is the lead for implementing the Transbay Transit Center (TTC) Program. Phase 1 includes design and construction of the above-grade portion of the TTC, 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 includes a 1.3-mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets, completes the build-out of the below-grade train station facilities at the TTC, and builds a new underground station along the DTW alignment and an intercity bus facility.

DISCUSSION

In response to feedback provided by the Board, the Transbay Joint Powers Authority (TJPA) has revised its prior \$6,774,400 request for Prop K funds for the preliminary engineering of the Caltrain Downtown Extension project to a reduced scope and cost of \$4.5 million. The revised scope advances design of project segments that are common to all alignments being evaluated in the Planning Department's RAB study. As requested by Transportation Authority staff, the TJPA has also submitted a new request for \$915,000 for a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the DTX. With the evolution of construction technologies and methodologies since the project was environmentally cleared in 2004, there are opportunities worth exploring. The results of this study will also be used to inform the alternatives being studied under RAB and support more "apples to apples" evaluation of the DTX alignment with those being evaluated by RAB. TJPA expects to complete that study in about three months of issuing a Notice to Proceed and will report back to the Board when the study is completed.

We are also requesting appropriation of \$200,000 in Prop K funds to enable us to tap into our on-call project management oversight and general engineering services contract approved by the Board last month, to bring on independent experts in tunneling, cost estimation, right-of-way, and funding/financing to assist with oversight and peer review of the DTX project during this critical preliminary engineering stage.

Attachment 1 summarizes the requests, 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 projects are included in the Allocation Request Forms (Attachment 5).

Proposed Special Conditions: Attachment 3 summarizes the proposed staff recommendations for the requests, highlighting special conditions included in the staff recommendation. We are proposing similar special conditions for the DTX allocations to TJPA as were previously presented to the Board, including allowing the Transportation Authority to call for the work to be paused and renegotiated or cancelled if the Board endorses a different alignment and requiring continued compliance with the oversight protocol attached to the enclosed allocation request forms. The oversight protocol applies to both the TTC and the DTX. It is modeled after the oversight protocol used for the Central Subway and the Caltrain Electrification project. TJPA has agreed to the oversight protocol, and it is already being

implemented.

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

ALTERNATIVES

None. This is an information item.

CAC POSITION

The CAC was briefed on TJPA's original request for \$6,774,400 for preliminary engineering for the DTX at its September 7, 2016 special meeting and unanimously adopted a motion of support for the staff recommendation. We are scheduling updates for the CAC on these requests, the RAB Study and the Caltrain Peninsula Corridor Electrification Program Full Funding Grant Agreement.

FINANCIAL IMPACTS

There is no financial impact at this time as this is an information item. If the Board were to act on this item at a future meeting, the staff recommended action would allocate \$4,549,675 and appropriate \$200,000 in Prop K sales tax funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the Allocation Request Forms (Attachment 4).

The Downtown Extension – Preliminary Engineering request requires a Strategic Plan amendment to advance funds from Fiscal Year 2033/34 as described in Attachment 3. The resulting increase in financing costs would be insignificant consistent with the analysis presented when this item first came to the Board in September 2016.

RECOMMENDATION

None. This is an information item.

Attachments (5):

1. Summary of Applications Received
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Request Forms (3)
5. 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	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 Extension - Preliminary Engineering	\$ 4,549,675	\$ 130,297,416	86%	96%	Design	6
Prop K	5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	\$ 34,184,166	86%	39%	Design	6
Prop K	5	TJPA	Downtown Extension - Additional Oversight/Peer Review	\$ 200,000	\$ 200,000	86%	0%	Design	6
TOTAL					\$ 5,664,675	\$ 164,681,582	108%	106%	

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 Acronym: 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	Project Description
5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	<p>In response to feedback provided by the SFCFTA Board, the current revised request will bring design of the Downtown Extension (DTX) to 30% for new elements and modified elements (per the SEIR/SEIS) that are common to all alignments being evaluated in the Planning Department's Railway Alternatives and I-280 Boulevard Feasibility Study. The work is scheduled to be complete by December 2017. DTX is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.</p>
5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	<p>The subject request is for an engineering study to analyze opportunities to reduce surface impacts due to construction of DTX. The subject request to fund a Tunnel Options Engineering Study would focus on three areas: Throat cut-and-cover (west side of the Transbay Transit Center where three tracks need to fan into six tracks); Townsend Cut-and-Cover; and the Third/Townsend ventilation structure site. The work is scheduled to be complete within 3 months of issuing a Notice to Proceed.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	Downtown Extension - Additional Oversight/ Peer Review	\$ 200,000	In response to the Board's interest in increased oversight for the Transbay Transit Center, the work to be performed under this appropriation is intended to complement and enhance the SFCFTA's ongoing oversight functions. It is the intent of the SFCFTA staff to engage independent experts in the areas of tunneling/underground construction, cost estimating, funding, and right-of-way to participate in charrettes, workshops, peer reviews, and deliverables review to assure that the studies and design to be performed by the TJPA meet the highest standards of quality as well as the project needs. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA.
TOTAL			\$ 5,664,675	

¹ See Attachment 1 for footnotes.

Attachment 3: Proposed Staff Recommendations - (Note this is an information item for the 03.21.17 Board Meeting)¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	<p>Special Conditions: 1.) Requires the TJPA to agree to the attached oversight protocol for Phases 1 and 2. TJPA has agreed to the oversight protocol, which is already being implemented.</p> <p>2.) If the SFCIA Board acts to endorse an alternate alignment for the DTX, 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> <p>3.) Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal Expenditure Plan line item. The amendment would advance \$2,840,777 programmed for the DTX in FY 2033/34. 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 construction.</p>
5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	<p>Special Conditions: 1) 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 construction. The recommendation also includes Special Conditions 1) and 2) listed above for the DTX - Preliminary Engineering request, above.</p>
5	TJPA	Downtown Extension - Additional Oversight/ Peer Review	\$ 200,000	<p>Special Condition: Same as 1) above for the Tunnel Engineering Options Study.</p>
TOTAL			\$ 5,664,675	

¹ See Attachment 1 for footnotes.

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

FY of Allocation Action: 2016/17

Project Name: Downtown Extension - Preliminary Engineering

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:** \$ 4,549,675

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 extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.

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

Following on the SEIR/SEIS, the TJPA wishes to continue preliminary engineering of the DTX. In response to feedback provided by the SFCTA Board, the current request will bring design of the DTX to 30% for new elements and modified elements that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study. 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 (DTX) to a Rebuilt Transbay Terminal category would advance \$2,840,777 programmed for DTX in FY 2033/34. 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 support TJPA's efforts to advance design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX.

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. 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
- 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 partially 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. This scope only includes elements that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Study (RAB).

Preliminary Engineering (PE)

Parsons Transportation Group

The Downtown Extension designer, Parsons Transportation Group, will continue preliminary engineering (PE) advancing work toward the full 30% level. This contract was renewed by the TJPA Board in 2014. This request is for **\$3,063,153**. 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
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
3. Additional as-needed work could include:
 - a. Coordination meetings between project teams
 - b. Train operations planning, simulations and reviews
 - c. Analysis of Caltrain and CHSRA rolling stock impact to planned DTX infrastructure, including station platforms and clearances

- d. Identification of recommended revisions for criteria including but not limited to applicable code updates, vehicle dynamic envelope and fire-life safety
 - e. Review and comment on design criteria changes with respect to project design, construction cost and schedule implications
4. Assistance to TJPA with financing alternatives including:
 - a. Performing additional estimates
 - b. Meeting with potential financing partners
 - c. Evaluation of feasibility of financing options
- C. Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Bay Area Rapid Transit (BART), California Public Utilities Commission (CPUC), Other Utilities, & SEIS/EIR Study Coordination
1. As-needed SEIS/EIR coordination with FTA and FRA
 2. Coordinate with BART on the BART/Muni Pedestrian Connector
 3. Coordinate with private utilities as necessary
- D. Other Coordination with City and County of San Francisco (City)
1. Continue ongoing coordination with the City Planning Department regarding accommodating proposed joint development at emergency ventilation/exit facility site on Second and Harrison streets
 2. Continue ongoing coordination with San Francisco Public Utilities Commission (SFPUC) for interface with new major SFPUC facilities in project area
 3. Coordinate reviews of DTX fire-life safety planning with San Francisco Fire Department and, if necessary, the State Fire Marshal
 4. Coordination with other City agencies, as needed
- E. Right-of-Way Support
1. Continue ongoing coordination with adjacent property developments and, if necessary, the City Department of Building Inspection to protect DTX from adverse impacts along its Second Street alignment
 2. Continue ongoing coordination and engineering support for DTX right-of-way along Second Street: Provide engineering support including structural engineering studies and cost estimates in support of TJPA property acquisition activities, including:
 - 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. **This scope only includes elements that are common to all alignments being evaluated in the Planning Department's RAB Study.**

1. ** Civil – Streetwork
 - a. Prepare technical memoranda on the City's street improvement plans on Second Street
 - b. Prepare PE streetwork plans
2. * Civil – Utilities
 - a. Protection planning for AT&T manholes
 - b. Prepare technical memoranda to support PE cost estimate update for non-Townsend Street elements
 - c. Support advance utility relocation package scoping for non-Townsend Street elements
 - d. Update PE utility relocation plans for non-Townsend Street elements
 - e. Define temporary utility relocations for non-Townsend Street elements
3. ** Civil – Traffic
 - a. As-needed traffic engineering support of TJPA coordination with the City
 - b. Prepare Traffic Management Plan for non-Townsend Street element
4. * Track Configuration
 - a. Update PE plans and profile reference files, as needed
 - b. Update DTX crossover arrangements
 - c. Complete PE plan and profile including precise alignment control tables
5. * 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
6. ** Ventilation/Emergency Exit Structures
 - a. Prepare technical memoranda to support taller superstructure at Second and Harrison site
 - b. Update structural and architectural PE plans for Second and Harrison site
7. ** Fire-Life Safety (FLS)
 - a. Update mechanical PE design plans for Second and Harrison ventilation/emergency exiting structure
 - b. Prepare technical memoranda on water/air mechanical systems to support the PE cost estimate update
8. * Systems – Tunnel Electrical
 - a. Prepare technical memoranda to support PE cost estimate update
9. * Systems – Overhead Catenary Systems (OCS)
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Complete PE design of TTC OCS
10. ** Systems - Signals
 - a. Update PE Phase 1 Conceptual Engineering single line schematic plans

- b. Coordinate latest signal equipment space provisions with tunnel design
 - c. Prepare technical memoranda to support PE cost estimate update
 - 11. ** Systems – Communications
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Coordinate with Phase 2 planning
 - 12. Preliminary Engineering Report
 - a. Update PE report and summarize technical memoranda for non-Townsend Street elements
- 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
 - a. Summarize technical memoranda in a report
- H. DTX Preliminary Engineering Cost Estimate Update for Non-Townsend Street Elements
- 1. Update the DTX cost estimate for non-Townsend Street elements 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 **\$698,500** for the following tasks (total estimated cost \$1,130,000, 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
- 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. Update Phase 2 cost estimate (with TBD Consultants)
- D. Advise on and assist TJPA in selection of delivery method (with AECOM)

Right-of-Way

Tim Runde

The purpose of the right of way acquisition cost estimate is to assist the TJPA in developing an updated budget for the Downtown Extension (DTX). The scope of work includes providing estimates (based on the current market) to purchase all properties listed below that are identified for full or partial take. The TJPA will update the estimates at the time of acquisition. The scope also includes providing estimates for properties that require either easements and/or vacancy during construction, as described below.

Full Take (Red Properties)

- 181 Second Street
- 191 Second Street/594 Howard Street
- 201 Second Street
- 205-215 Second Street
- 217 Second Street
- 580 Howard Street
- 180 Townsend Street
- 689-699 Third Street

Partial Take (Orange Properties)

- 201 Mission Street
 - The valuation is of the land shown in Orange on the exhibit and the podium building.
 - The valuation should assume that the TJPA will be required to acquire the CMS strip which now connects the parking lot at 201 Mission to Howard Street and grant the fee to Parcel M3 to the owner at fair market value to replace existing parking on the CMS Strip and the midblock area. Accordingly, the scope of work includes an estimate of the value of Parcel M3, which value would be offset against the compensation to the owner, and an estimate of the value of the CMS Strip.
 - Please note that TJPA will engage the DTX designer Parsons to assess the cost of (a) demolition of the podium offices at 201 Mission, (b) the underpinning of the

201 Mission Tower, if any, (c) restoration of the façade/curtain wall of the 201 Mission Tower after removal of the podium, and (d) relocation of the loading dock and trash compactor to the east side of the 201 Mission Tower to be accessed from Main Street across Parcel M3, and (e) physical relocation of the cogeneration plant. Parsons will assume that the TJPA will grant an easement to the owner somewhere on Block 3718 for relocation of the owner's cogeneration plant. Accordingly, this scope of work includes providing an estimate of the cost to the TJPA to grant an easement for the cogeneration plant. The construction costs (a) – (e) will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.

- 30 Beale Street
 - The scope of work includes investigating with the Planning Department whether the open space that would be eliminated by locating the emergency exit for the BART tunnel in the plaza of the buildings at the NE corner of Beale and Mission would require the owner of that project to replace the lost open space under its conditional use/309 permit and, if the open space must be replaced, the estimate should be equivalent to the cost to replace it and the impact on value of the plaza if the emergency exit is located in the middle of the plaza.

Vacate/Subsurface Easement (Blue Properties)

- 235 Second Street
 - This scope of work includes providing an estimate of lost rent during the TJPA's construction (assume a 7 year construction period). The valuation estimate should be based on the assumption that the landlord will receive no rent for the portion of the building demolished and that the rent for the portions of the building that can be occupied during construction of the throat structure would be reduced due to impaired access from Second Street and construction noise, vibrations, and dust.
 - This scope of work includes valuation of a permanent construction easement for the throat structure running under this property.
 - The front of the building will need to be demolished for construction of the throat structure, the building underpinned, the façade/curtain wall and front entrance temporarily reconstructed during the TJPA's construction, and a permanent façade/curtain wall and front entrance reconstructed following the completion of the TJPA's work. These costs will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.
- 589 Howard Street
 - The building cannot be occupied during construction. This scope of work includes providing an estimate of lost rent during the TJPA's construction. The valuation estimate should be based on the assumption that the landlord will receive no rent from the building during construction of the throat structure.
 - This scope of work includes valuation of a permanent easement for the throat structure running under this property.

- The construction of the throat structure will require that the front entrance to the building be closed and the front of the building underpinned. These costs will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.
- 165-171 Second Street
 - This scope of work includes lost rent during the TJPA's construction. The valuation estimate should be based on evidence that the owner will suffer lost rent if the building either cannot be occupied in whole or in part during construction, or tenants require a reduction in rent due to construction noise, vibrations, and dust. The TJPA shall instruct the valuation expert when the scope of the TJPA's work on this property is ascertained.
 - This scope of work *may* include valuation of a permanent easement for underpinning and/or the throat structure running under this property.
 - The construction of the throat structure will require that the southeast corner of the building be underpinned. The cost of underpinning will be part of the TJPA's construction budget rather than the ROW acquisition budget and is not included in this scope of work.

Easement Subsurface (Yellow Properties)

- 301 Brannan Street
- 634 Second Street
- 634-636 Second Street
- 640 Second Street
- 650 Second Street
- 678 Second Street
- 680 Second Street
- 130 Townsend Street
- 136 Townsend Street
- 144-146 Townsend Street
- 148-154 Townsend Street
- 164 Townsend Street
- 166-178 Townsend Street
 - This scope of work includes providing an estimate for a permanent tunnel easement under these properties.
 - This scope of work includes estimating the loss of use and/or value of these properties, if any, due to noise and vibrations that occupants of those buildings will feel (a) during the borings for the underground train tunnel, (b) during permanent train operations in the completed tunnel. A loss in use or value could result from interference with sleep and other activities in the residential buildings and with business operations in the restaurants and offices (exclude impact on occupants of light industrial buildings, which should be negligible) during the

TJPA's construction and from permanent train operations. TJPA will engage Parsons to quantify the vibrations and noise.

. 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. In view of the federal funding uncertainties related to the current administration, the project team will revisit alternative project delivery methods, including P3, to determine which provide the best funding opportunities. 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: \$224,016 salary plus \$78,406 benefits = **\$302,422**

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

Project Name: Downtown Extension - Preliminary Engineering

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. This request advances preliminary engineering, but does not complete it.

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

Project Name: Downtown Extension - Preliminary Engineering

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	\$ 1,925,778	\$ 2,623,898	\$ -	\$ 4,549,675
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 1,925,778	\$ 2,623,898	\$ -	\$ 4,549,675

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	\$ 4,549,675	\$ -	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	\$ 4,549,675	\$ -	

% 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	\$ 2,729,805	\$ 1,819,870	\$ -	\$ -	\$ -	\$ 4,549,675
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:

Project Name: Downtown Extension - Preliminary Engineering

PROJECT BUDGET - PRELIMINARY ENGINEERING

BUDGET SUMMARY

Agency/Consultant	Total	% of Total
Parsons (Designer)	\$ 3,063,153	67.3%
AECOM (PMPC)	\$ 698,500	15.4%
Financial Consultant	\$ 150,000	3.3%
ROW Consultant	\$ 120,000	2.6%
TJPA Staff	\$ 302,422	6.6%
Contingency	\$ 215,600	4.7%
Total	\$ 4,549,675	100.0%

DETAILED LABOR COST ESTIMATE - BY AGENCY

TJPA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Design & Engineering Manager (Ph II)	2,080	\$ 107.70	\$ 1.35	\$ 145.40	1	\$ 302,422
Total	2,080	\$ 108	\$ 1	\$ 145	1	\$ 302,422

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

	Direct Costs	Design Contingency	Total Cost
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: 3/3/2017 Res. No: _____ Res. Date: _____

Project Name: Downtown Extension - Preliminary Engineering

Grant Recipient: Transbay Joint Powers Authority

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 4,549,675	Design Engineering (PS&E)
	Total:		\$ 4,549,675	

Total Prop K Funds: \$ 4,549,675 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: 3/3/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Downtown Extension - Preliminary Engineering

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 \$2,840,777 programmed for the DTX in FY 2033/34. 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 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 Phases 1 and 2 of the Transbay Transit Center Program. |
| 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. | As a condition of this allocation, the Transportation Authority intends to engage independent experts to complement its existing staff and PMO resources to participate in charrettes, workshops, peer review, and deliverables review as part of the subject scope of work. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA. |

**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: 3/3/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Downtown Extension - Preliminary Engineering

Grant Recipient: Transbay Joint Powers Authority

Notes:

1.
2.

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 Extension - Preliminary Engineering

Phase: Design Engineering (PS&E) **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	\$2,729,805	\$1,819,870				\$4,549,675

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 Extension - Preliminary Engineering

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.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p><i>sdd</i></p>

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



Railyard Alternatives and I-280 Boulevard Feasibility Study

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





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

FY of Allocation Action: 2016/17

Project Name: Downtown Extension - Tunnel Engineering Options Study

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:** \$ 915,000

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 extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system. The subject request is for an engineering study to analyze opportunities to reduce surface impacts due to construction of DTX.

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

Preliminary engineering (PE) (30% design level) for many components of Phase 2, 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. Further design work on some of these new or modified elements is described in a separate request. The TJPA has also been requested by the Transportation Authority staff to study opportunities for reducing the surface impacts of the DTX construction. The subject request to fund a Tunnel Options Engineering Study would focus on three areas: Throat cut-and-cover (west side of the Transbay Transit Center where three tracks need to fan into six tracks); Townsend Cut-and-Cover; and the Third/Townsend ventilation structure site. The work is scheduled to be complete within 3 months of issuing a Notice to Proceed. 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 No

Other Items Attached? Yes No

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 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 support TJPA's efforts to advance design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX.

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. Further design work on these new or modified elements is outlined in a separate request; however, the TJPA has also been requested by the Transportation Authority staff to study opportunities for reducing the surface impacts of the DTX construction.

The current request would fund an engineering study and associated program management/program controls work to evaluate opportunities for reducing the surface impacts of the construction of Phase 2, as described in detail below.

Tunneling Options Engineering Study

Parsons Transportation Group

The Downtown Extension designer, Parsons Transportation Group, will analyze opportunities to reduce surface impacts due to DTX construction. This contract was renewed by the TJPA Board in 2014. This request is for **\$790,130**. Tasks will include the following:

A. Tunneling Options Engineering Study

1. Project meetings (e.g., TJPA staff or Board meetings)
2. Scheduling
3. Quality Control and Quality Assurance
4. Other Direct Costs as requested and/or agreed by TJPA
5. Analyze opportunities to reduce the surface impacts due to Phase 2 construction
 - a. Structural – Throat Cut-and-Cover: Analyze options for reducing the cut-and-cover construction in the Throat area
 - b. Structural – Townsend Street Cut-and-Cover: Review and analyze engineering solutions to reduce the cut-and-cover construction on Townsend Street
 - c. Ventilation/Emergency Exit Structures: Determine feasible engineering options for the Third/Townsend ventilation structure site
6. Tunnel Options Engineering Study Report
 - a. Prepare a report with conceptual level cost estimates, and summarize technical calculations

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 **\$90,105** for the following tasks:

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
 - g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
 - h. Coordinate with train operators and outside agencies
 - i. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
 - j. 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

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

Project Name: Downtown Extension - Tunnel Engineering Options Study

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.

The subject scope is anticipated to be completed within three months of issuing the Notice to Proceed.

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

Project Name: Downtown Extension - Tunnel Engineering Options Study

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	\$ 915,000		\$ -	\$ 915,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 915,000	\$ -	\$ -	\$ 915,000

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	\$ 915,000	\$ -	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	\$ 915,000	\$ -	

% 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	\$ 915,000		\$ -	\$ -	\$ -	\$ 915,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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**

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:**

Project Name: DTX

PROJECT BUDGET - DESIGN

BUDGET SUMMARY

Agency/Consultant	Total	% of Total
Parsons (Designer)	\$ 790,130	
AECOM (PMPC)	\$ 90,105	9.8%
Financial Consultant	\$ -	0.0%
ROW Consultant	\$ -	0.0%
TJPA Staff	\$ -	0.0%
Contingency	\$ 34,765	3.8%
Total	\$ 915,000	100.0%

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

	Direct Costs	Design Contingency	Total Cost
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

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: 3/3/2017 Res. No: _____ Res. Date: _____

Project Name: Downtown Extension - Tunnel Engineering Options Study

Grant Recipient: Transbay Joint Powers Authority

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 915,000	Design Engineering (PS&E)
	Total:		\$ 915,000	

Total Prop K Funds: \$ 915,000 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: 3/3/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Downtown Extension - Tunnel Engineering Options Study

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. | Draft and Final Tunnel Options Engineering Study Report. |
| 3. | |
| 4. | |
| 5. | |

Special Conditions:

- | | |
|----|---|
| 1. | 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 Phases 1 and 2 of the Transbay Transit Center program. |
| 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. | Following completion of the draft Tunnel Options Engineering Study Report (anticipated 3 months after the notice to proceed), TJPA staff will present the draft report findings to the Transportation Authority Board. |
| 5. | As a condition of this allocation, the Transportation Authority intends to engage independent experts to complement its existing staff and PMO resources to participate in charrettes, workshops, peer review, and deliverables review as part of the subject scope of work. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA. |

**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: 3/3/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Downtown Extension - Tunnel Engineering Options Study

Grant Recipient: Transbay Joint Powers Authority

Notes:

1.
2.

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: 105-914029 **Name:** Downtown Extension - Tunnel Engineering Options Study

Phase: Design Engineering (PS&E) **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	\$915,000					\$915,000

**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 Extension - Tunnel Engineering Options Study

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.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p><i>sdd</i></p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

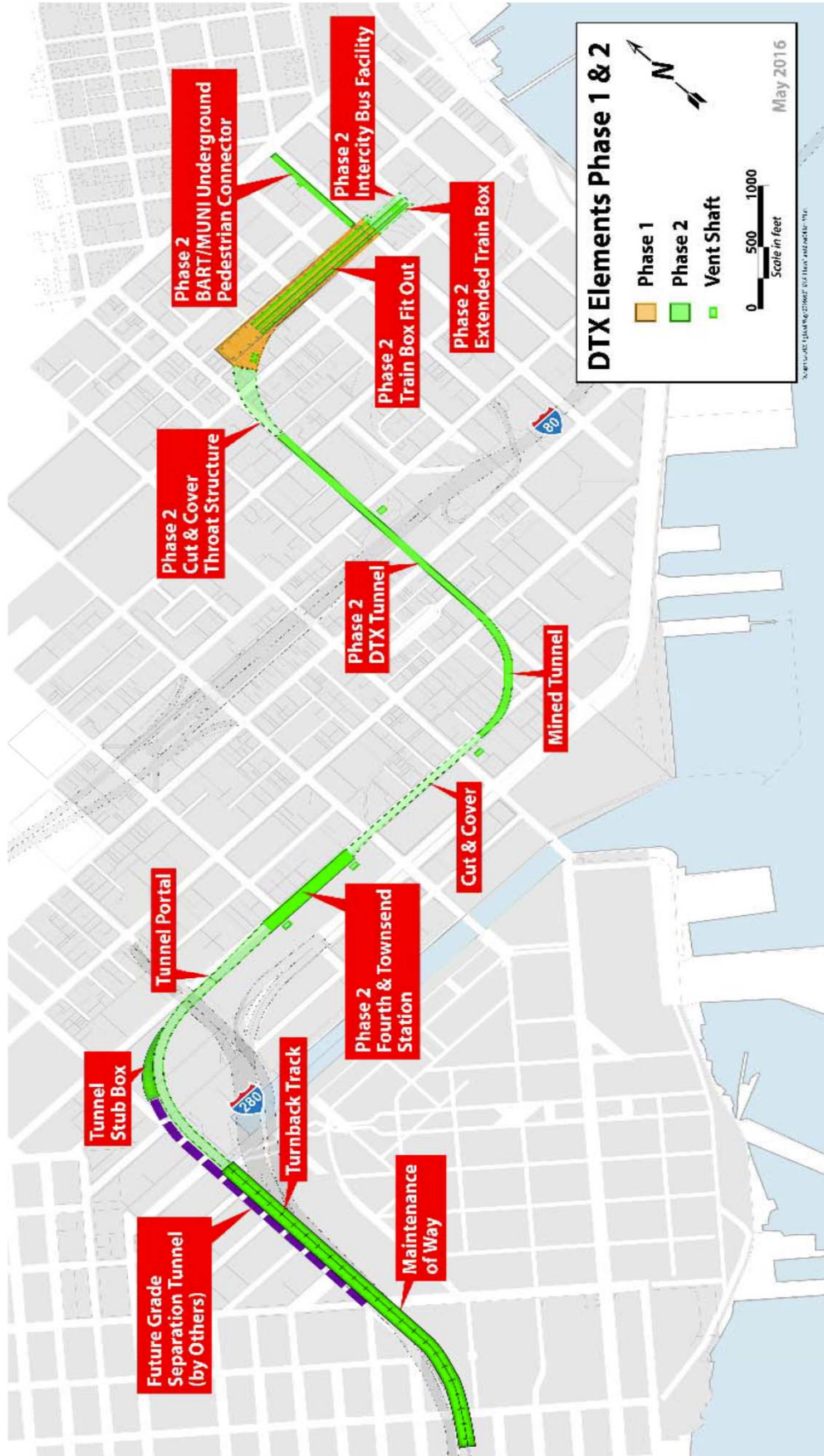
Chief Financial Officer

Phone: 415.597.4617

415.597.4039

Email: bdykes@transbaycenter.org

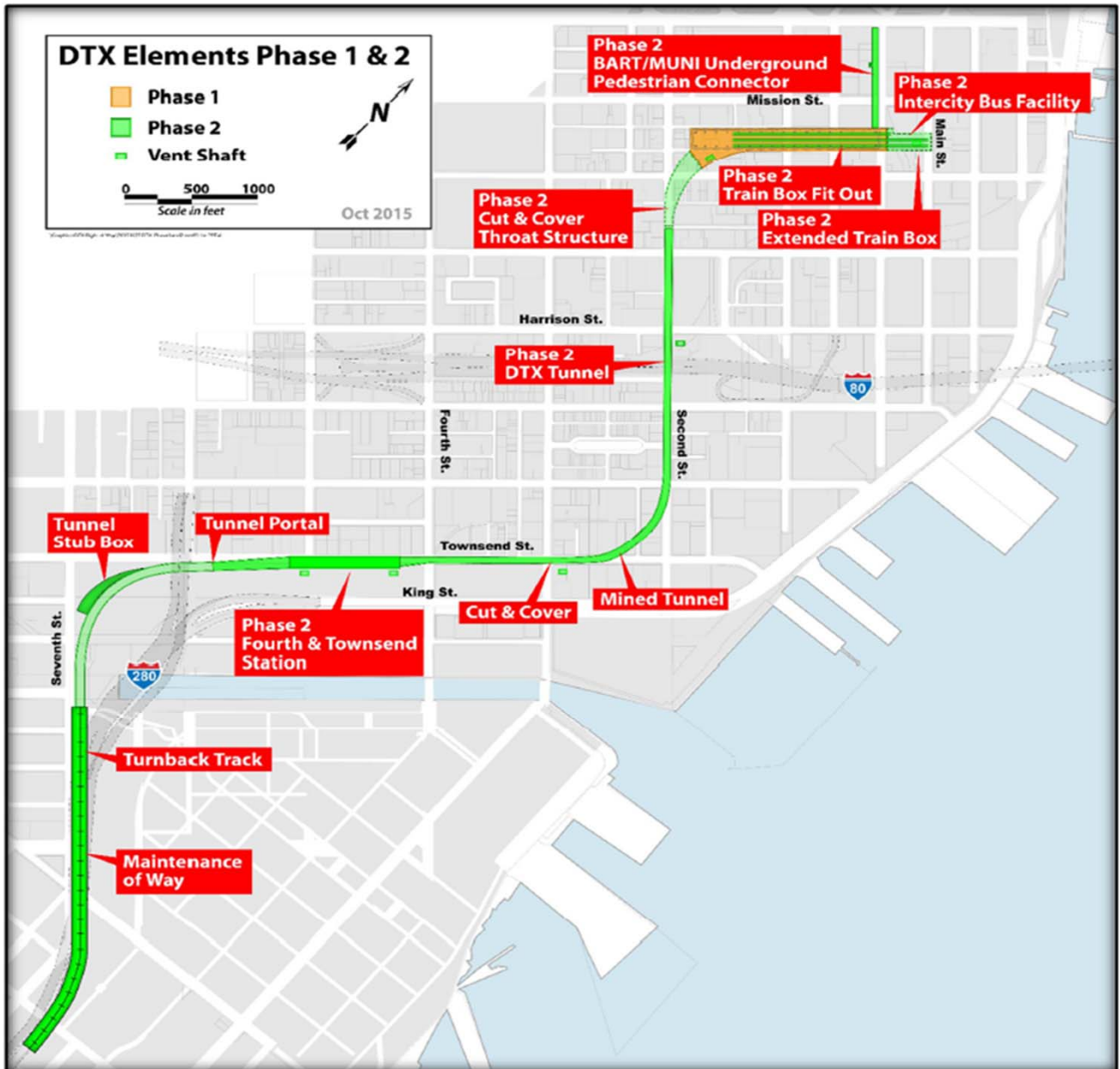
sdebord@transbaycenter.org



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



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

FY of Allocation Action: 2016/17

Project Name: Downtown Extension - Additional Oversight/Peer Review

Grant Recipient: San Francisco County Transportation 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: \$ 200,000

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 extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.

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

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

In response to the Board's interest in increased oversight for the Transbay Transit Center, the work to be performed under this appropriation is intended to complement and enhance the Authority's ongoing oversight functions. It is the intent of the SFCTA to engage independent experts in the areas of tunneling/underground construction, cost estimating, funding, and right-of-way to participate in charrettes, workshops, peer reviews, and deliverables review to assure that the studies and design to be performed by the TJPA meet the highest standards of quality as well as the project needs. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of TJPA.

Of particular interest will be the tunneling options analysis. There has been concern related to the socioeconomic impacts of the proposed cut-and-cover construction methodology contemplated for Townsend Street under the project's EIS/EIR, approved in 2004. This effort will consider other construction methodologies with the goal of reducing the cut-and-cover activities on the project as much as possible. To meet this objective, TJPA will have to consider a variety of construction methodologies that may be applicable to the challenges of the project and avail themselves not only of the tried-and-true traditional methodologies, but also some of the newer techniques in underground construction developed since the EIR/EIS was approved. To this end, the tunneling /underground construction specialists to be engaged under this appropriation will participate in the charrette sessions to suggest alternatives for consideration and provide peer review of the subsequent alternative development.

Another area of focus will be the Funding Plan Update. With the federal funding uncertainties related to the current administration, alternative project delivery methods, including P3, should be revisited. Our funding specialists will work together with TJPA staff and consultants to assist in the development of realistic funding plans based on a variety of delivery methods.

Staff intends to issue Task Orders to prequalified firms from the On-Call Project Management Services/General Engineering approved consultant list recently approve by the Board. With the additional technical oversight provided under this appropriation SFCTA staff will better be able to advise the Board on decisions regarding support and funding for this critical project.

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 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. The subject request for funds to enhance oversight and peer review of the DTX requires an exception to this policy.

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

Project Name: Downtown Extension - Additional Oversight/Peer Review

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. This request is intended to support enhanced oversight and peer review of the DTX scope of work under two concurrent TJPA allocation requests that advance preliminary engineering. That work is anticipated to be completed by December 2017.

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

Project Name: Downtown Extension - Additional Oversight/Peer Review

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	\$ 200,000		\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 200,000	\$ -	\$ -	\$ 200,000

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	\$ 200,000	\$ -	
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,935,051,564	\$ 200,000	\$ -	

% 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	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

For Design Engineering Phase:

Project Name: Downtown Extension - Additional Oversight/Peer Review

PROJECT BUDGET - DTX PE Technical Studies Enhanced Oversight Cost Estimate

BUDGET SUMMARY				
Category	Unit Cost	No. Hours	Cost	
1) Tunneling Concept Review				
Project Manager	\$ 313	40	\$	12,506
Principal Tunnel Engineer	\$ 303	80	\$	24,244
Principal Geo-Structural Engineer	\$ 313	80	\$	25,009
Tunneling Concept Review SUB-TOTAL			\$	61,758
2) Cost Estimate Update Review				
Project Manager	\$ 280	60	\$	16,774
Cost Estimator	\$ 235	120	\$	28,258
Cost Estimate SUB-TOTAL			\$	45,031
3) Funding Plan Development				
Project Manager	\$ 300	40	\$	12,000
Value-for-Money Lead	\$ 275	80	\$	22,000
Funding Plan SUB-TOTAL			\$	34,000
4) ROW Acquisition Cost Estimate Update Review				
Principal Consultant	\$ 240	24	\$	5,768
Managing Consultant	\$ 189	40	\$	7,542
Appraisal	\$ 131	60	\$	7,842
ROW Acquisition SUB-TOTAL			\$	21,152
Oversight Cost SUB-TOTAL			\$	161,942
20% Contingency			\$	32,388
Oversight Cost TOTAL			\$	194,330
			ROUNDED	\$ 200,000

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

	Direct Costs	Design Contingency	Total Cost
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
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* 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: 3/15/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Downtown Extension - Additional Oversight/Peer Review

Grant Recipient: San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Appropriation	\$ 200,000	Design Engineering (PS&E)
	Total:	\$ 200,000	

Total Prop K Funds: \$ 200,000 **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:

Deliverables:

- | | |
|----|---|
| 1. | Provide monthly report detailing cost and progress for each task order to be issued to the SFCTA's on-call PMO/general engineering services consultants to support the scope of work. |
| 2. | TBD - memos and documentation as requested to support reporting out of oversight activities and recommendations to the Board. |
| 3. | |
| 4. | |
| 5. | |

Special Conditions:

- | | |
|----|---|
| 1. | 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. |
| 2. | |
| 3. | |
| 4. | |

**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: 3/15/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Downtown Extension - Additional Oversight/Peer Review

Grant Recipient: San Francisco County Transportation Authority

Notes:

1.
2.

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: 105-901xxx **Name:** Downtown Extension - Additional Oversight/Peer Review

Phase: Design Engineering (PS&E) **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	\$100,000	\$100,000				\$200,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 200,000

Current Prop AA Request: \$ -

Project Name: Downtown Extension - Additional Oversight/Peer Review

Grant Recipient: San Francisco County Transportation 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.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Eric Cordoba

Steve Rehn

Title: Deputy Director for Capital Projects

Senior Transportation Planner

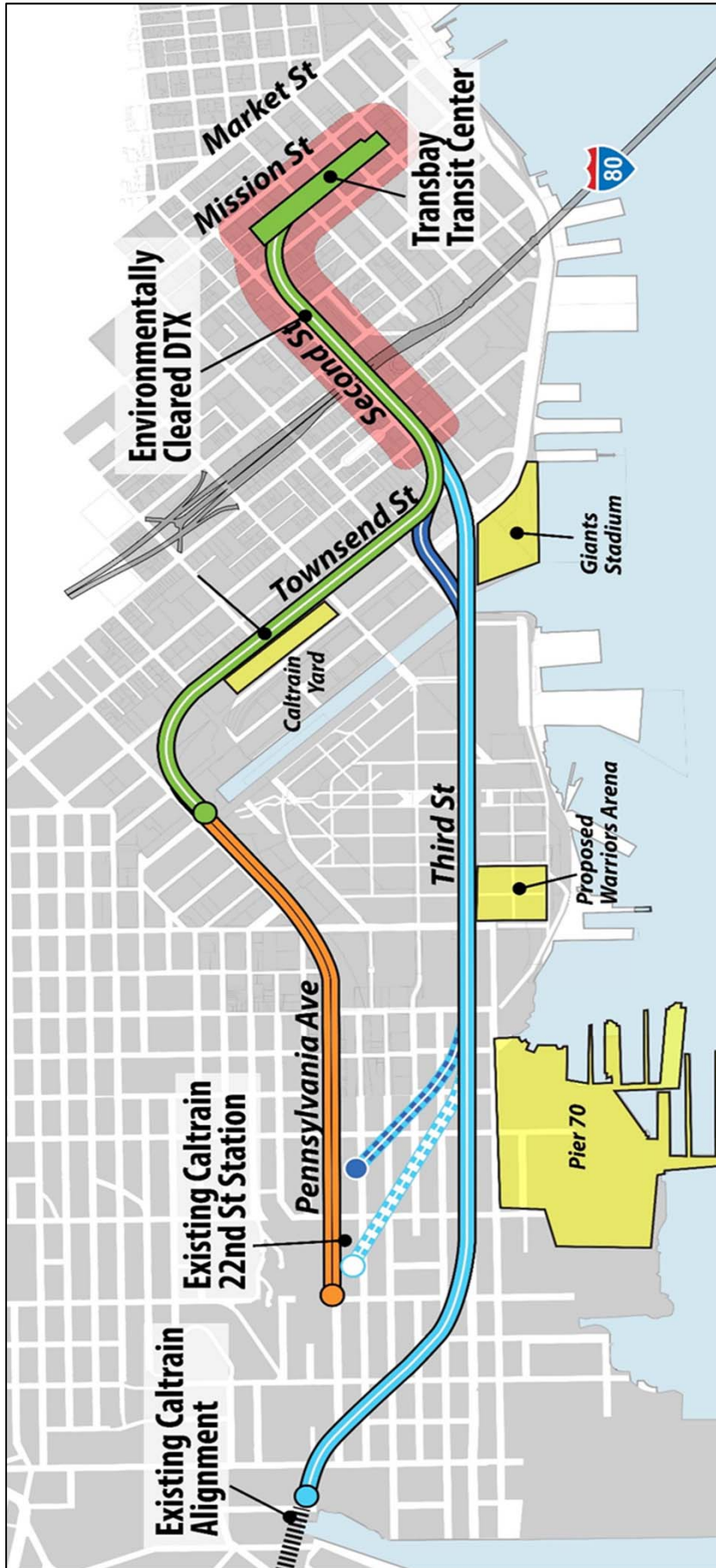
Phone: _____

Email: Eric.Cordoba@sfcta.org

Steve.Rehn@sfcta.org



Tunneling Study Scope



Railyard Alternatives and I-280 Boulevard Feasibility Study

Attachment 5. Proposed Amended Strategic Plan

Repealed September 2016 Board Action
~~Repealed 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 Rebuilt 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	\$ 85,605	\$ 77,631	\$ 80,236	\$ 202,926	\$ 222,495	\$ 255,072	\$ 239,528
					\$ 1,157,560	\$ 1,259,250	\$ 1,286,588	\$ 1,375,462	\$ 1,535,519	\$ 1,593,555	\$ 1,665,764	\$ 239,528
					\$ 5,680,012	\$ 4,231,380	\$ 13,392,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271	\$ 8,778,969
					\$ 178,235	\$ 631,643	\$ 471,173	\$ 507,339	\$ 1,258,775	\$ 1,170,788	\$ 1,146,727	\$ 1,029,226
					\$ 5,888,247	\$ 4,863,023	\$ 13,863,829	\$ 8,307,339	\$ 9,292,775	\$ 9,445,808	\$ 9,669,998	\$ 9,808,195
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
					\$ 983,932	\$ 3,694,611	\$ 2,724,067	\$ 2,390,959	\$ 5,081,766	\$ 4,542,669	\$ 4,244,558	\$ 3,578,962
					\$ 9,147,449	\$ 9,099,736	\$ 17,325,680	\$ 11,486,185	\$ 14,448,349	\$ 14,188,749	\$ 14,178,520	\$ 12,357,931
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)												
5	Downtown Extension to a Rebuilt 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	\$ 353,999
17P	New and Renovated Vehicles - PCJPB	\$ 25,765,094	8.63%	Programming \$ 19,024,458 Finance Costs \$ 2,198,194 Total \$ 21,222,652	\$ 2,109,105	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -
22M	Guideways - MUNI	\$ 308,324,996	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	\$ 242,128
					\$ 11,070,284	\$ 6,603,013	\$ 13,059,392	\$ 8,389,634	\$ 9,561,372	\$ 9,709,912	\$ 9,945,654	\$ 10,080,833
					\$ 11,070,284	\$ 6,603,013	\$ 13,059,392	\$ 8,389,634	\$ 9,561,372	\$ 9,709,912	\$ 9,945,654	\$ 10,080,833
					\$ 11,070,284	\$ 6,603,013	\$ 13,059,392	\$ 8,389,634	\$ 9,561,372	\$ 9,709,912	\$ 9,945,654	\$ 10,080,833
TOTAL		\$ 658,317,233	7.96%	Programming \$ 554,121,157 Finance Costs \$ 52,424,563 Total \$ 606,545,720	\$ 23,798,017	\$ 7,009,125	\$ 13,701,613	\$ 9,095,226	\$ 9,366,583	\$ 9,646,080	\$ 9,933,963	\$ 8,778,969
					\$ 1,069,884	\$ 3,954,812	\$ 2,908,101	\$ 2,548,103	\$ 5,610,803	\$ 5,060,543	\$ 4,773,313	\$ 4,081,641
					\$ 24,867,901	\$ 10,963,937	\$ 16,609,714	\$ 11,643,329	\$ 14,977,386	\$ 14,706,623	\$ 13,737,729	\$ 12,860,610
Change												
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ (2,470)	0.66%	Programming \$ (1) Finance Costs \$ 1,979,809 Total \$ 1,979,809	\$ 5,430,453	\$ 84,559	\$ 58,553	\$ 52,916	\$ 186,972	\$ 181,781	\$ 189,035	\$ 192,896
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	\$ 34,868	\$ 7,600
22M	Guideways - MUNI	\$ (2,549)	1.84%	Programming \$ 5,669,921 Finance Costs \$ 3,669,921 Total \$ 9,339,842	\$ 969,547	\$ 973,576	\$ 25,788	\$ 18,093	\$ 44,797	\$ 44,049	\$ 34,868	\$ 7,600
					\$ 5,194,500	\$ 1,604,000	\$ (900,000)	\$ 7,295	\$ 268,598	\$ 264,104	\$ 275,856	\$ 272,638
					\$ 17,537	\$ 135,990	\$ 95,565	\$ 77,295	\$ 268,598	\$ 264,104	\$ 275,856	\$ 272,638
					\$ 5,212,037	\$ 1,739,990	\$ (804,437)	\$ 77,295	\$ 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%	\$ 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	\$ 11,798,200
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	\$ 204,231	\$ 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	\$ 11,798,200
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%	\$ 275,872	\$ 282,973	\$ 334,419	\$ 340,057	\$ 377,826	\$ 474,291	\$ 541,935	\$ 726,822	\$ 1,448,404	\$ 500,943

Proposed Amended Strategic Plan

~~Pending September 2016 Board Action~~
~~Pending January 2017 Board Action~~

Prop K Total		EP Line Item No.	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	
					Programming	Finance Costs
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)						
Prop K			\$ 2,922,185,976	8.37%	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%	Programming \$ 2,536,973,768	Finance Costs \$ 250,339,081
					Total \$ 2,787,312,849	
Change						
Prop K			\$ (22,060)	0.19%	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.