



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

Date: Wednesday, January 11, 2017; 6:00 p.m.

Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22

Members: Chris Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Tannen, Shannon Wells-Mongiovi and Bradley Wiedmaier

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| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:05 | 2. | Chair's Report – INFORMATION | |
| 6:10 | 3. | Approve the Minutes of the November 30, 2016 Meeting – ACTION* | 3 |
| 6:15 | 4. | Adopt a Motion of Support to Approve an Eligible List of 28 Consultants for On-Call Project Management Oversight and General Engineering Services, Authorize the Executive Director to Execute Contracts to Shortlisted Consultants for a Three-Year Period with an Option to Extend for Two Additional One-Year Periods in a Combined Total Amount Not to Exceed \$8,000,000, and Authorize the Executive Director to Negotiate Payment Terms and Non-Material Contract Terms and Conditions – ACTION* | 11 |
| <p>On November 1, 2016, the Transportation Authority issued a Request for Qualifications (RFQ) for on-call project management and general engineering consultant services to augment and complement the Transportation Authority's internal resources over the next three years, up to a maximum of five years. These firms will serve as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring specialized expertise and quicker response times than existing staff resources alone would permit. The establishment of contracts with multiple consultant teams will enable the Transportation Authority to enlist the services of a broad range of engineering consultant specialists on an on-call, task order basis. By the due date of November 30, 2016, the Transportation Authority received 43 Statements of Qualifications in response to the RFQ. The review panel consisting of Transportation Authority and San Francisco Municipal Transportation Agency staff evaluated the proposals based on the qualifications and other criteria outlined in the RFQ. Based on this competitive selection process, the review panel recommends the approval of an eligible list of 28 consultants and awarding consultant contracts to these firms.</p> | | | |
| 6:30 | 5. | Adopt a Motion of Support for the Allocation of \$653,101 in Prop K Funds, with Conditions, to the Bay Area Rapid Transit District for the Balboa Park Station Eastside Connections – Additional Scope Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION* | 25 |

As summarized in Attachments 1 and 2, the Bay Area Rapid Transit District (BART) has requested \$653,101 in Prop K sales tax funds for construction of additional scope for the Balboa Park Station Eastside Connections project. To help improve access to this busy and tightly constrained station, the original project, which is currently under construction, consists of connecting the eastside walkway with

CAC Meeting Agenda

a new deck and headhouse structure, an accessible Muni Metro J/K boarding platform, and an accessible walkway to the station's entrance and MUNI Metro boarding area. This request would help fund \$2.4 million of additional improvements in the station, including retrofitting the concourse clerestory with new glazing to replace wooden panels that currently block window openings, as well as new lighting and ceilings throughout the concourse. Requested Prop K funds would leverage Measure RR BART Bond funds approved by voters in November 2016. The total project cost including the new scope is \$20.9 million, of which the Transportation Authority has allocated over \$4 million in Prop K and Lifeline Transportation Program funds to date. The project will be open for use by June 2018.

6:45 7. Introduction of New Business – INFORMATION

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

6:50 8. Public Comment**7:00 9. Adjournment**

* Additional materials

Next Meeting: January 25, 2017

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, November 30, 2016 Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:04 p.m.

CAC members present were Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqualine Sachs, Shannon Wells-Mongiovi, Chris Waddling (Chair) and Bradley Wiedmaier (9).

Transportation Authority staff members present were Executive Director Tilly Chang, Joe Castiglione, Camille Guiriba, Seon Joo Kim, Anna LaForte, Maria Lombardo and Steve Rehn.

2. Chair's Report – INFORMATION

Chair Waddling gave a brief review of the local election results, stating that Proposition J (charter amendment creating fund programs for homeless services and transportation improvements) had passed, but Proposition K (half-cent sales tax to fund the programs created by Proposition J) had failed. He said the San Francisco Board of Supervisors would have three new members come January, and therefore the Transportation Authority's Board of Commissioners would also have three new members. Chair Waddling said that because Peter Tannen could not attend the November 30 CAC meeting, a planned information item that he had requested on bus and train bunching would be postponed until the January meeting. A planned presentation on the Central Subway project was also postponed to January due to staff availability. Chair Waddling said a Central Subway tour for the CAC that was requested by Peter Tannen would be arranged by staff if CAC members expressed an interest. Finally, Chair Waddling announced that a special CAC meeting had been tentatively scheduled for January 11, 2017 pending CAC approval of Item 6.

There was no public comment.

Consent Calendar

- 3. Approve the Minutes of the October 26, 2016 Meeting – ACTION
- 4. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$960,000, to a Total Amount Not to Exceed \$1,210,000 through December 31, 2019 for System Engineering Services for the Treasure Island Mobility Management Program, and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION
- 5. Adopt a Motion of Support for the Approval of the 2017 State and Federal Legislative Program – ACTION
- 6. Approve the 2017 Meeting Schedule for the Citizens Advisory Committee – ACTION

7. Citizen Advisory Committee Appointment – INFORMATION

Bradley Wiedmaier said the minutes of the October 26th CAC meeting had mischaracterized his request for a new agenda item concerning the increase in rideshare services. He said his request was specifically about the impact of ride sharing on congestion. Regarding Item 5, he said the legislative program should emphasize that any efforts to streamline the California Environmental Quality Act (CEQA) should nevertheless uphold the goals of the Act. He said CEQA should not be weakened, especially with regard to public input.

Jaqualine Sachs asked when her request for an information item on the Other 9 to 5 report would make it onto a CAC agenda. Maria Lombardo, Chief Deputy Director, said the item would be scheduled for early 2017.

There was no public comment

Brian Larkin moved to approve the item, seconded by Jacqueline Sachs.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, Wells-Mongiovi, Waddling and Wiedmaier (9)

Absent: CAC Members P. Sachs and Tannen (2)

End of Consent Calendar

8. Nominations for 2017 Citizens Advisory Committee Chair and Vice Chair– INFORMATION

Chair Waddling read aloud the nomination procedures for the annual election of Chair and Vice Chair of the CAC.

Chair Waddling opened the floor for nominations for the Chair seat.

John Larson nominated Chris Waddling for Chair, who accepted the nomination. There were no further nominations.

Chair Waddling opened the floor for nominations for the Vice Chair seat.

Santiago Lerma nominated Bradley Wiedmaier, who accepted the nomination. John Larson nominated Peter Sachs in absentia. There were no further nominations.

During public comment, Tilly Chang, Executive Director, expressed her thanks to the CAC for its service. She said staff and the Board valued the CAC's input on the City's transportation issues.

9. Commuter Shuttle Hub Study – INFORMATION

Sarah Jones, Director of Planning at the San Francisco Municipal Transportation Agency (SFMTA), presented information on SFMTA's shuttle program. Camille Guiriba, Transportation Planner, presented the results of the Transportation Authority's Commuter Shuttle Hub Study.

Shannon Wells-Mongiovi asked about the number of non-participating shuttle companies, and whether a list of such companies existed. Ms. Jones said she was not sure if SFMTA knew the number. She said some of the most prominent shuttle companies and services did not participate, such as University of California at San Francisco and Academy of Art University, as they would receive little or no benefit from participating. She said greater enforcement might help SFMTA understand the number of non-participating shuttle companies. Ms. Wells-Mongiovi observed that only a small number of locations in the Sunset, Richmond and Presidio areas were modeled in the Commuter Shuttle Hub Study, with only one scenario considering hubs on the west side of the city

and none with hubs in the Richmond. Ms. Guiriba responded that the scenario design process was informed by existing shuttle boarding location patterns, with a majority of boardings occurring in the Northeast quadrant of the City. She said the study assumed that Richmond-area shuttle users would take transit to their nearest hub location. Ms. Wells-Mongiovi said it was difficult to get to and from the Richmond via transit.

Jacqueline Sachs described how, at the intersection of California and Divisadero Streets, senior and disabled transit users were unable to safely access 24-line and 1-line Muni vehicles because of private shuttles blocking Muni bus stops. She also observed that good management of curb access for paratransit, paramedics, and Uber was important near facilities for the senior and disabled population. Ms. Jones replied that she would follow up with Ms. Sachs about these locations. She said this example illustrated a major reason for moving away from shared Muni zone model, as well as the challenges of locating shuttle stops.

Bradley Wiedmaier inquired about having local shuttles throughout the city that linked up with commuter shuttle hubs. Ms. Jones replied that SFMTA had not looked at this alternative. She observed that the technology companies worked directly with shuttle providers, and that SFMTA only regulated street usage. Ms. Jones suggested that the approach Mr. Wiedmaier described might involve more parties and would require additional study. Ms. Jones also noted that a key intent of the hub model was that hubs would be accessible by Muni transit vehicles. She said there were many potential transportation alternatives, and mentioned the possibility of a crowdsourced hub location. Mr. Wiedmaier observed that there were many different shuttle services competing in the same neighborhoods, and suggested that the impacts on neighborhoods would be reduced if shuttle boarding locations were pooled to hubs. He also noted that vehicle emissions and Vehicle Miles Traveled (VMT) would be high even with a hub scenario. Ms. Jones observed that San Francisco's shuttle program had been a breakthrough in regulating new forms of transportation. However, she noted that it was a first step, and that the shuttle discussion had not yet taken place at the regional level. Mr. Wiedmaier envisioned a fleet of pooled city commuter vehicles, possibly for use by other city residents during the day. Ms. Jones responded that the Hub Study tried to design hubs so that they could also be served by public transit vehicles, but said SFMTA probably wouldn't create new services. Mr. Wiedmaier asked if Bus Rapid Transit (BRT) streets such as Van Ness Avenue or Geary Boulevard would be designed to accommodate private shuttles, or if shuttle stops would be prohibited. Ms. Jones replied that she thought it was likely that stop locations on those streets would be moved so that there would be no competition with BRT.

Santiago Lerma asked if the mode shift analysis was based on actual survey data of shuttle users. Ms. Guiriba replied that it was not, and that it was based on the SF-CHAMP mode choice model and used inputs such as boarding locations, destinations, and travel times by different modes. Mr. Lerma suggested that this meant the study couldn't actually predict how people would change modes, since there was no data on how many shuttle users had the option to drive cars. He said the SFMTA assumed the program was reducing automobile traffic but could not really verify the claim. Ms. Guiriba acknowledged the need for more and better data about the shuttle users and shuttle trips, including data such as automobile ownership.

Chair Waddling raised concerns about the assumptions and errors in any kind of modeling study. He said day-to-day variation could affect model results based on sample data. He also said single percentage point estimates weren't helpful to decision-makers, suggesting that estimates should include plus/minus standard deviation. He noted that there were 166 million VMT each day in the Bay Area, so the impacts from shuttle hubs would represent a tiny share of total regional VMT. He speculated that all shuttles could be eliminated with no observable impact on traffic. Chair Waddling also asked how carpools were handled in the model. Joe Castiglione, Deputy Director for

Technology, Data & Analysis, replied that limitations in the analysis were partly due to limited data, such as the actual origins and destinations of shuttle passengers. He said the study adapted the SF-CHAMP mode choice model for work trips. He said that while the model included a great deal of data about a variety of alternatives, there were still limitations that required the study to limit the set of alternatives. He said for instance, the study did consider using a “shared ride” mode, but couldn’t because of limitations in the data available from the Google Maps program interface (API), which was used to estimate travel times. Mr. Castiglione said the Google Maps data didn’t provide a way of distinguishing travel times for carpools, so the study was limited to analyzing a single drive mode. He said it would be possible to model the actual number of vehicles based on existing data and assumptions about vehicle occupancy.

John Larson observed that absent any statutory change, it would not be possible to eliminate commuter shuttles from City streets. He agreed that any modeling scenario involved uncertainty, but argued that modeling was nevertheless worthwhile. He said it was not surprising that going to a hub system would shift some trips to automobiles because of the reduced number of boarding locations and the likelihood that shuttle riders could afford to own cars. Mr. Larson questioned the value of a major change to the shuttle program, acknowledging the annoyances created by shuttles but suggesting that they mainly could be addressed through enforcement. He observed that rideshare services also created annoyances (such as stopping mid-block to load/off-load passengers), and noted that the City simply had limited enforcement and legislative authority.

During public comment, Bob Planthold said the Commuter Shuttle Hub Study ignored people with disabilities, despite the fact that the disabled community was a protected class whereas shuttle riders were not. He expressed frustration with the way commuter shuttles interfered with curb access to Muni vehicles. Mr. Planthold took issue with other aspects of the analysis, saying that the household travel survey data on which the mode choice analysis was based on could be 10 or more years old and thus out of date. He also said the emissions analysis was inadequate because it did not consider different emissions rates of surface arterials versus much higher speed freeway speeds.

Ed Mason observed that violations by commuter shuttles were continuing, and said that SFMTA’s shuttle program had harmed neighborhoods to accommodate corporations. As examples, he observed the high number of buses per hour in the morning and said the program had shifted curb space from use by Muni and residential parking to shuttle loading zones. He agreed with Mr. Planthold that the environmental modeling in the Hub Study could have been better. He suggested that the Bay Area Council should coordinate commuter shuttles, noting the connection with regional development, such as the Apple and Facebook campus expansions. He predicted that coupled with the lack of planned housing in Silicon Valley, the new jobs would lead to more commuter shuttles in San Francisco. He advocated for a regional bus system.

Phoebe Cutler asserted that the City had more leverage over commuter shuttles than it chose to exercise. She said low parking requirements at corporate campuses forced commuters to take shuttles. She said corporations should take more responsibility for commuter impacts and coordinate to develop imaginative transportation solutions.

Peter Warfield, Library User’s Association, expressed concern that SFMTA’s decision to remove stops near the library on the 19-line was made with insufficient consideration of the impacts to library users. He estimated the change had resulted in 400,000 additional street crossings. He also expressed concern that a system of shuttle hubs would have negative impacts on pedestrians, especially disabled pedestrians. He expressed concern that the shuttle buses not only reduced access to Muni buses, but obscured them from waiting passengers. He said the Caltrain station should be a hub in any system of shuttle hubs. He also suggested consideration of longer term changes, such as people changing home or work locations to reduce commutes. Finally, he observed that there

seemed to be a lot of empty capacity on the shuttles, questioning the need for such large vehicles.

10. Adopt a Motion of Support for the Allocation of \$6,507,592 in Prop K Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Chair Waddling commented on the Alemany Interchange Improvement Phase 1 project, suggesting specific enhancements such as reducing the speed limit and installing soft-hit posts along the buffered bike lanes in the west bound direction of Alemany Boulevard. He said that in the east bound direction of Alemany Boulevard and San Bruno Avenue, hashed areas on either side of the roads were often ignored by drivers and suggested adding physical barriers to prevent this issue. He expressed his support for this project and commented that it was a good example of how the Transportation Authority could successfully lead the interagency coordination of a complex project with multiple players. He urged the Transportation Authority to play this role actively for more projects. John Larson expressed his support for the project and agreement with Chair Waddling's suggested improvements, which was echoed by Shannon Wells-Mongiovi. Ms. LaForte noted that soft-hit posts were part of the project scope. Mr. Larson also noted that he had observed the flooding problems that would have to be addressed in the next phase of the project involving a new pedestrian/bicyclist path.

Brian Larkin asked about the Transit Modal Concept Study. Camille Guiriba, Transportation Planner, responded that Transit Modal Concept Study was a component of Connect SF, a long-range transportation planning process, and that this study would look at the overall transit network and evaluate the needs over the next several decades. She added that the T-Third Phase 3 Feasibility Study would feed into the Transit Modal Concept Study.

Mr. Larkin asked about the possibility of considering a rail service through Geary Boulevard in the T-Third Phase 3 Feasibility Study. Liz Brisson, Major Corridors Planning Manager at the San Francisco Municipal Transportation Agency (SFMTA), responded that SFMTA would continue to consider Geary Boulevard in coordination with other efforts, such as the Transit Modal Concept Study and the Subway Vision. Ms. Brisson clarified that, in the next year and half, the Feasibility Study would mainly build upon the previous technical work performed through the T-Third Phase 3 Initial Study. She stated that the findings of the Feasibility Study would be informed by a robust outreach to be conducted with the requested Prop K funds.

Chair Waddling noted that regarding the Geneva-Harney Bus Rapid Transit (BRT) project, he had heard a generally favorable sentiment from neighbors but some concerns over the benefits to existing residents versus future residents. He said that with respect to the Central Segment, Little Hollywood residents were against the Blanken/Lathrop Couplet and preferred the Beatty Avenue option. He added that most everyone seemed to prefer the Beatty option except for Recology. He said he expected some positive public feedback on the new third option through the northern portion of the Recology campus.

Bradley Wiedmaier asked how the SFMTA had developed the Geneva-Harney BRT proposal from scratch where the routes and services and future developments did not currently exist. Kenya Wheeler, Senior Environmental Planner at the SFMTA, responded that residents were using a bus service along Bayshore Boulevard and San Bruno Avenue, but there was no direct connection between Balboa Park to Bayshore Boulevard. He pointed out that the BRT proposal was based on a feasibility analysis and the transportation demand model, which projected what types of trip would be made and how new transit corridors could serve these trips throughout the corridor in the next

20-25 years, as well as the land use analysis, which projected the additional development and its impact on ridership. He also mentioned that ridership from the west, east and south of the project location was anticipated to increase, including new homes in the east of U.S. 101 and many developments under construction in the west of U.S. 101. He said the requested Prop K funds would fund extensive community outreach, conceptual engineering, and environment review preparation.

Mr. Wiedmaier further asked about flexibility of the design, given several future development scenarios. Mr. Wheeler responded that in addition to its potential to deliver a high-quality service at a relatively low cost, the advantage of the BRT system was its flexibility, so it would be possible to relocate BRT stops or make adjustment to accommodate future changes. Mr. Wheeler added that the Balboa Park CAC has asked about light-rail transit (LRT) service in the corridor and he explained that the SFMTA would take a high-level look at LRT service, but would not clear it in the subject environmental study as it was considered more of a longer-term option, if it were pursued.

Jacqueline Sachs asked if the Geneva-Harney BRT had a privately funded component. Ms. LaForte explained that the Eastern Segment was funded by the private developer, and the Western Segment was funded by General Obligation bond funds, Prop K, and other funding sources.

During public comment, Edward Mason commented regarding the T-Third Phase 3 Feasibility Study that the limited budget should be spent on Fix-it-First projects rather than long-range projects such as a future light-rail extension, especially given the recent failure of the new transportation revenue measure.

Peter Warfield asked CAC members to reconsider the Replace 27 Paratransit Vans project, putting it on pause until SFMTA conducted an analysis on the paratransit vehicle that fatally struck Lurilla Harris in June 2016. He urged identification of the cause and whether there should be changes to the vehicles before procuring more of them. Mr. Warfield commented that the center boarding islands that were planned for the Van Ness Avenue BRT posed safety risks to pedestrians, especially people with disabilities. He commented he was skeptical of the outreach planned as part of the Geneva-Harney BRT project, based on his experience with SFMTA's poor outreach on the 7th and 8th Street Safety project near library.

Mr. Larson moved to approve the item, seconded by Ms. Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Waddling and Wells-Mongiovi (7)

Abstain: CAC Member Wiedmaier (1)

Absent: CAC Member Ablog, P. Sachs, and Tannen (3)

11. Findings of Child Transportation Survey Report – INFORMATION

Joe Castiglione, Deputy Director of Technology, Data & Analysis, presented the item per the staff memorandum.

Chris Waddling asked about the potential to provide incentives for parents to send their children to local schools. Mr. Castiglione responded that school choice was a controversial issue and beyond the scope of this relatively small effort; thus, the study team decided not to address it as part of the study. He observed that while school choice offered opportunities that might not be available at a local school it comes at a cost to parents, children, and the transportation system. Becky Hogue added that some neighborhoods, such as on Treasure Island, did not have a local school.

John Larson asked for further explanation on the “school tripper” Muni runs. Mr. Castiglione responded that it would involve targeting routes at particular times of day at certain locations, possibly with route deviations, and that the idea was based on discussions the San Francisco Municipal Transportation Agency had with the school district, but not well developed yet.

Brian Larkin asked if the school district was considering resuming the school bus program. Mr. Castiglione responded that the school district currently provided limited school bus service for certain populations. He said that in his conversations with the school district, he received no indication that they would expand that service. He added that one suggestion was to consider finding ways to pool rides for children from all types of schools (public, private, etc.) that were in close proximity to one another.

There was no public comment.

12. Introduction of New Business – INFORMATION

Becky Hogue said on October 21st she had represented the CAC at the ribbon-cutting ceremony for the Yerba Buena Island ramps project. She said the event was exciting for Treasure Island residents and was well attended. She said the weekend shuttle service from the parking lot to the bicycle facility had begun and seemed to be working well.

John Larson said he had taken an opportunity to walk the length of the bike path from the East Bay side. He said there was a park ranger giving visitors directions to the shuttle, and that he also had occasion to drive on the new ramp..

Bradley Wiedmaier said he had difficulty returning to the October CAC meeting after it had begun because the lobby security staff was unsure of procedures for accommodating late-arriving attendees. He wondered if the CAC was in violation of open meeting laws. Maria Lombardo said that staff had worked out a procedure with building security personnel so people could get up to the meeting at any time, but that staff would make it a point to remind building security of the procedure prior to each meeting.

Santiago Lerma commented that at a previous meeting he and Mr. Wiedmaier had raised questions about the impact of ride-sharing services and looked forward to a future information item on the issue. He acknowledged that there may not be much data on this and commented that the shuttle program was an accommodation of public resources for use by private corporations, and that the participating companies should be expected to provide the data needed for evaluating and improving the program.

During public comment Peter Warfield, Library Users Association, said pedestrian accidents were greatly under-reported, and said the Department of Public Health reported that approximately two-thirds of injuries treated at city hospitals resulted from pedestrian collisions. He also said there was a lack of clarity in the SFMTA’s use of collision statistics by not differentiating between collisions involving motor vehicles, bicycles or other pedestrians. He suggested more coverage of pedestrian issues in future CAC agendas and stressed the importance of obtaining good data on pedestrian collisions if the City wants to meet its Vision Zero goals.

Ed Mason provided examples of violations by commuter shuttles at 24th and Sanchez and on Market Street between Duboce and Church Streets, and said he felt shuttle operators were not making an effort to comply with shuttle program rules or with other relevant laws. He advocated for more vigorous enforcement.

13. Public Comment

During public comment, Peter Warfield pointed out that according to the presentation on the

shuttle program, shuttles provided only about 10,000 rides daily. He wondered what the comparable figure was for Muni's transit service, and suggested that the effort to accommodate private shuttles was disproportionate to their share of total transit passengers. He also criticized SFMTA's outreach efforts for its 7th and 8th Street Safety Project, saying that the outreach did not include signage and that it was unclear whether the public library had been included in the direct-mail notifications. He recommended that the CAC consider the details of SFMTA outreach efforts when planned as part of a transportation project.

Jacqueline Sachs asked that staff provide the CAC with the contact information for all members. She also asked staff to send members a full schedule of upcoming meetings just approved for 2017

14. Adjournment


The meeting was adjourned at 8:22 p.m.



Memorandum

Date: 01.04.17 **RE:** Citizens Advisory Committee
January 11, 2017

To: Citizens Advisory Committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **ACTION** – Adopt a Motion of Support to Approve an Eligible List of 28 Consultants for On-Call Project Management Oversight and General Engineering Services, Authorize the Executive Director to Execute Contracts to Shortlisted Consultants for a Three-Year Period with an Option to Extend for Two Additional One-Year Periods in a Combined Total Amount Not to Exceed \$8,000,000, and Authorize the Executive Director to Negotiate Payment Terms and Non-Material Contract Terms and Conditions

Summary

On November 1, 2016, the Transportation Authority issued a Request for Qualifications (RFQ) for on-call project management and general engineering consultant services to augment and complement the Transportation Authority's internal resources over the next three years, up to a maximum of five years. These firms will serve as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring specialized expertise and quicker response times than existing staff resources alone would permit. The establishment of contracts with multiple consultant teams will enable the Transportation Authority to enlist the services of a broad range of engineering consultant specialists on an on-call, task order basis. By the due date of November 30, 2016, the Transportation Authority received 43 Statements of Qualifications in response to the RFQ. The review panel consisting of Transportation Authority and San Francisco Municipal Transportation Agency staff evaluated the proposals based on the qualifications and other criteria outlined in the RFQ. Based on this competitive selection process, the review panel recommends the approval of an eligible list of 28 consultants and awarding consultant contracts to these firms.

BACKGROUND

In all five of its core roles – transportation sales tax administrator, Congestion Management Agency (CMA), Program Manager for the Transportation Fund for Clean Air (TFCA), Prop AA administrator, and Treasure Island Mobility Management Agency (TIMMA) – the Transportation Authority has responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as the Transbay Transit Center and downtown rail extension projects, Caltrain Modernization projects, and many transit, bike, pedestrian and streetscape projects led by the San Francisco Municipal Transportation Agency (SFMTA) and others. In addition, the Transportation Authority has implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Interchange Improvement project, I-280/Interchange Modifications at Balboa Park, Vision Zero Ramp Intersections, TIMMA Infrastructure Projects, and planning and project development of freeway corridor management improvements.

On-call project management oversight (PMO) and general engineering consultant (GEC) services are intended to augment and complement the Transportation Authority's internal resources by providing specialized expertise, serving as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit. The Transportation Authority has used on-call lists of engineering firms in the past to expedite project delivery and expand the skillset and resources available. In addition to its involvement with the major capital projects listed above, the Transportation Authority oversees all other projects and programs in the Prop K and Prop AA Expenditure Plans; provides oversight and support for the TFCA projects programmed by the Transportation Authority; and in its capacity as CMA, assists project sponsors in meeting timely use of funds by deadlines and delivering projects funded with federal, state or regional funds.

Since August 2013, PMO and GEC services have been provided by Zurinaga Associates and VSCE, Inc. teams. Current contracts with these two teams will expire in June 2017. Consistent with the Transportation Authority's Procurement Policy, contracts, including all options therein, are generally limited to a maximum period of five years.

DISCUSSION

The purpose of this memorandum is to present the list of pre-qualified respondents to provide on-call PMO and GEC services and to seek a motion of support for the award of the contracts as requested.

The proposed bench of qualified firms shall provide the Transportation Authority with services on an on-call, task order basis to enhance the Transportation Authority's project delivery support and oversight capabilities. These consultants understand the multiple roles that the Transportation Authority plays, recognize the complexity of the inter-agency relationships and political sensitivity of many of the Transportation Authority's projects, and will develop reports and provide technical advice accordingly. These consultants have been selected to address many aspects of project development, engineering, and delivery covering a broad range of multimodal projects including, but not limited to tunnels, rail lines and transit stations; bus rapid transit; transit fleet rehabilitation and maintenance projects; transit facilities rehabilitation; water ferry service, roadways, structures and bridges; bicycle and pedestrian improvements; traffic calming; traffic signals and intelligent transportation systems; and various planning studies.

In the coming year, we anticipate continued need for project delivery oversight, project delivery support, and general engineering services as a large number of major projects are already in or moving into more advanced phases. For example, TIMMA Projects including tolling infrastructure, transit improvements, and water ferry service are being planned; the SFMTA's numerous transit modernization projects (e.g. radio replacement, facilities improvements) are ongoing; Van Ness Bus Rapid Transit (BRT) is entering construction and Geary Corridor BRT will be advancing design; the Yerba Buena Island's West Side Bridges will move into focus with an anticipated Construction Management General Contractor procurement; the Freeway Corridor Management Study will move from the planning phase into an engineering phase; the Vision Zero Ramps planning and conceptual engineering study will kick off; and the I-280/Interchange Modifications at Balboa Park project will move towards the design phase. Also during Fiscal Year (FY) 2016/17, we will need PMO and GEC services to assist with continued implementation of oversight protocols for the SFMTA's Central Subway, the Transbay Joint Powers Authority's Transbay Transit Center (Phase I) and the Downtown Rail Extension (Phase II), and Caltrain Electrification and Modernization.

Procurement Process: On November 1, 2016, we issued a Request for Qualifications (RFQ) for on-call PMO

and GEC services. The scope of services is included as Attachment 1. It is our intent to pre-qualify multiple consultant firms and/or teams of firms in three major categories: 1) Project Management Oversight and Support Services, 2) Project Delivery and Project Controls Support Services, and 3) General Engineering Services. Engaging consultant firms through a task order contract allows the Transportation Authority flexibility to assign work to the team best capable of delivering the required services. The establishment of contracts with several on-call consultant teams will enable the Transportation Authority to enlist the services of a broader range of engineering consultant specialists and will provide more options to take advantage of their different areas of expertise and to avoid occasional conflicts of interest.

We took steps to encourage participation from Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE) and Local Business Enterprise (LBE) firms, including advertising in six local newspapers: Nichi Bei Weekly, Small Business Exchange, San Francisco Bay View, San Francisco Examiner, San Francisco Chronicle and The Western Edition. We also distributed the RFQ to certified DBEs, SBEs, LBEs, the Bay Area and cultural Chambers of Commerce, and the Small Business Council. We held a pre-proposal conference on November 8, 2016, which provided opportunities for small business and larger firms to meet and form partnerships. A total of 84 firms attended the conference.

By the due date of November 30, 2016, we received 43 Statements of Qualifications (SOQs). The large number of SOQs received is a result of a new procurement technique for this particular contract of unbundling the scope of services and establishing an eligible list of specialty consultants to provide professional services on a task order basis, which allows smaller firms to submit proposals independently. The review panel, consisting of Transportation Authority and SFMTA staff, evaluated the proposals based on the qualifications and other criteria outlined in the RFQ, including the proposers' understanding of project objectives, technical and management approach, capabilities and experience, and approach to team organization and DBE, SBE and LBE inclusion. Interviews were not conducted nor deemed necessary due to the quality of the SOQs and the familiarity of staff with previous work performed by the majority of firms who submitted SOQs. In addition, the review panel evaluated each firm's strengths and weaknesses in each specialty area for which the firm is seeking consideration and reviewed the prime consultant's references.

Based on the competitive selection process, the review panel recommends pre-qualifying 28 of the 43 firms or teams of firms (collectively as respondents) – 9 respondents for Project Management Oversight and Support Services, 17 respondents for Project Delivery and Project Controls Support Services, and 22 respondents for General Engineering Services. Several firms are pre-qualified for more than one area of expertise as shown in Attachment 2. Pre-qualified respondents who possess similar areas of expertise may be invited to submit proposals and/or participate in oral interviews as part of the task order negotiation process. We may consider factors including but not limited to availability in the timeframe needed, known performance, DBE/SBE/LBE certification status, conflict of interest, and cost in the task order selection process. The selection of a consultant would be made based on the proposal that is deemed to best meet the evaluation criteria for the specific project. DBE, SBE and/or LBE goals will be established for each individual task order request, based on the project's funding sources, specific scope of work and determination of subcontracting opportunities for each assignment of work. Each respondent selected for a particular task order will be required to meet the established DBE/SBE/LBE goal for that particular task order.

ALTERNATIVES

1. Adopt a motion of support to approve an eligible list of 28 consultants for on-call project management oversight and general engineering services, authorize the Executive Director to execute

contracts to shortlisted consultants for a three-year period with an option to extend for two additional one-year periods in a combined total amount not to exceed \$8,000,000, and authorize the Executive Director to negotiate payment terms and non-material contract terms and conditions, as requested.

2. Adopt a motion of support to approve an eligible list of 28 consultants for on-call project management oversight and general engineering services, authorize the Executive Director to execute contracts to shortlisted consultants for a three-year period with an option to extend for two additional one-year periods in a combined total amount not to exceed \$8,000,000, and authorize the Executive Director to negotiate payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

The scope of work described in the RFQ is anticipated in the Transportation Authority's adopted FY 2016/17 work program and budget through relevant projects and studies, including the Freeway Corridor Management Study. Budget for these activities will be funded by a combination of federal Surface Transportation Planning grants, federal grants from Caltrans and the Metropolitan Transportation Commission, local contributions from the Treasure Island Development Authority, and Prop K sales tax funds. The first year's activity is included in the Transportation Authority's adopted FY 2016/17 budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contracts.

RECOMMENDATION

Adopt a motion of support to approve an eligible list of 28 consultants for on-call project management oversight and general engineering services, authorize the Executive Director to execute contracts to shortlisted consultants for a three-year period with an option to extend for two additional one-year periods in a combined total amount not to exceed \$8,000,000, and authorize the Executive Director to negotiate payment terms and non-material contract terms and conditions

Attachments (2):

1. On-Call Project Management Oversight and General Engineering Scope of Services
2. On-Call Project Management Oversight and General Engineering Contract Shortlisted Respondents

Attachment 1

On-Call Project Management Oversight and General Engineering Consultant Services

Scope of Work

The Transportation Authority seeks consultant services to support various projects described above, and others that may arise. Anticipated tasks and desired areas of expertise are listed below. It is the intent of the Transportation Authority to pre-qualify multiple consultant firms and/or teams of firms (hereafter “Respondents”) in the major tasks described below that will collectively provide the best overall service packages to the Transportation Authority, inclusive of fee considerations, on an as-needed basis for transportation projects through the issuance of task orders.

Following Board authorization to award a contract(s), the Transportation Authority will contract with the selected Respondents for a term of up to three years, with an option to extend, which may be exercised at the discretion of the Transportation Authority, for two additional one-year periods (up to a total of five years). The Transportation Authority has budgeted \$8,000,000 for these contracts for the first three-year term, with the value of subsequent one-year extensions to be determined by future Transportation Authority budgets. Please note this is a ceiling and not a target.

The Transportation Authority seeks consultant services with expertise in the areas below. Respondents must declare which capabilities they are qualified to support. Respondents may submit evidence of qualifications for some or all of the areas of expertise, and state those areas for which pre-qualification is sought. Specialty consultants may respond to this request individually, and/or as part of one or more teams of firms.

TASK 1 – Project Management Oversight and Support Services

The project management oversight (PMO) and project management support services required will include:

- Hold or attend project progress meetings, weekly or as deemed necessary, between sub-consultants, the Transportation Authority, Caltrans oversight, SFMTA, other City agencies such as San Francisco Public Works (SFPW) and the Planning Department, and other interested parties. Prepare and distribute minutes of all meetings.
- Participate in monthly and / or quarterly project status updates, roadmap calls, or relevant public hearings or meetings and prepare meeting minutes, and recommend resolution of outstanding concerns.
- Arrange for, coordinate and participate in pre-bid conferences, including preparation of meeting minutes, including a comprehensive list of Action Items, when requested.
- Prepare monthly progress reports documenting the progress of each project describing key project delivery issues as they relate to meeting the project objectives and more significantly for quality, cost and schedule status.
- Establish and process project control documents including:
 - Progress reports and minutes of project team meetings
 - Review and analysis of monthly invoices
 - Review and analysis of project submittals
 - Review and analysis of contract modifications and negotiations

- Review of certified payrolls
- Perform review of contract documents (construction plans, special provisions, bid proposal and relevant information) for various projects and submit a report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Evaluate, negotiate, recommend, and prepare changes to the grant agreements. Perform quantity and cost analysis as required for negotiation of scope and budget changes to project grant agreements.
- Evaluate, negotiate and make recommendations related to funding and financing strategies and plans developed by project sponsors or implementing agencies.
- Perform constructability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for various projects and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Monitor project budget, purchases and payments.
- Monitor design consultant and stakeholder review activities.
- Review Master Project (baseline) and monthly Project Construction schedules and associated updates, and evaluate actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify the Transportation Authority and Project Sponsors of project slippage. Review contractor's plan to mitigate schedule delays.
- Development and review of cooperative agreements with various agencies
- Development and review of memorandums of understanding and coordination agreements

Desired areas of expertise include:

- 1.1 Project Management Oversight
- 1.2 Project Management Support Services
- 1.3 Interagency Processes & Coordination
 - 1.3.1 Caltrans
 - 1.3.2 Federal Highway Administration (FHWA)
 - 1.3.3 Federal Transit Administration (FTA)
 - 1.3.4 Federal Railroad Administration
 - 1.3.5 City and County of San Francisco
 - 1.3.6 Other (please specify)

TASK 2 – Project Delivery and Project Controls Support Service

Project Delivery and Project Controls support services required will include:

- Monitor project budget, purchases and payments; and report expenditures against project funding and percent completion.
- Prepare and maintain a detailed Critical Path Method (CPM) schedule including pre-construction, construction, and project start-up activities into revenue operation.

- Complete review, comment and approval of the project's baseline schedule of work and propose how the project may be implemented more effectively.
- Maintain project documentation per Federal and State requirements. Enforce Labor Compliance requirements when required.
- Prepare, recommend and negotiate project funding and financing strategies and plans.
- Establish and process project control documents including:
 - Progress reports and minutes of project team meetings
 - Monthly invoice reviews
 - Certifications
 - Project Submittals
 - Contract modifications and negotiations
 - Review of certified payrolls
- Review of design documents for feasibility, constructability, and construction sequencing
- Review of design documents for value engineering
- Preparation of project funding and finance strategies and plans
- Identification of opportunities for innovative project delivery methods
- Establish and implement a QA/QC procedure for the engineering efforts undertaken for specific projects by in-house staff and by sub-consultants. The QA/QC procedure set forth for the projects shall be consistent with the project funding partner's requirements as well as the Transportation Authority's requirements. QA/QC procedures are to be consistent with governing federal, state or local agency guidance as applicable including guidance promulgated by Caltrans, FHWA or FTA.

Desired areas of expertise include:

- 2.1 Project Delivery Methods
 - 2.1.1 Design-Bid-Build
 - 2.1.2 Design-Build
 - 2.1.3 Construction Manager-General Contractor or Construction Manager at Risk
 - 2.1.4 Design-Build-Finance-Operate-Maintain
- 2.2 Public Private Partnership Evaluation (e.g. Value for Money analysis)
- 2.3 Funding and Financing Strategy Development
- 2.4 Feasibility, Constructability, and Construction Sequencing
- 2.5 Risk Analysis and Management
- 2.6 Value Engineering
- 2.7 Cost Estimating
- 2.8 Cost and Schedule Controls
- 2.9 Procedures, Quality Assurance, and Project Management Plans

TASK 3 – General Engineering Services

The general engineering (GE) consulting services required will include, but not limited to:

- Prepare preliminary engineering documents for local roadway, highway and transit projects
- Review and comment on preliminary engineering documents for local roadway, highway and transit projects

Desired areas of expertise include:

- 3.1 Traffic Engineering
- 3.2 Transit Operations, Systems, and Vehicles
- 3.3 Geotechnical analysis and evaluations
- 3.4 Disciplines applied to Transportation Facilities & Infrastructure
 - 3.4.1 Civil Engineering
 - 3.4.2 Structural Engineering
 - 3.4.3 Geotechnical Engineering
 - 3.4.4 Tunnel and Underground Engineering
 - 3.4.5 Hydrology and Drainage Engineering
 - 3.4.6 Utility Engineering and Agreements
 - 3.4.7 Mechanical Engineering
 - 3.4.8 Electrical Engineering
 - 3.4.9 Materials Engineering
 - 3.4.10 Architecture
 - 3.4.11 Landscape Architecture
- 3.5 Surveying and mapping
- 3.6 Environmental Permitting, Impact Evaluation, Clearance, and Compliance
- 3.7 Real Estate and Right of Way Acquisition Services
- 3.8 Intelligent Transportation Systems and Technologies
- 3.9 Tolling Systems Integration and Commissioning
- 3.10 Ferry Service planning, engineering, operations

General Administration

The Consultant will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total consultant 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. Also for each task, prepare an estimate of budget needed to complete the task and compare this amount to the original and modified budget, funding and percent of scope completed to track project effectiveness. 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 Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Local Business Enterprise (LBE) firm participation each month based upon current billing and total billed to date. Include the actual invoiced to-date and paid to-date figures and compare them to the original budget in the contract to track performance against DBE/SBE/LBE goals.
- 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 sub-consultant charges. Detailed support documentation for all consultant direct expenses and sub-consultant charges will be attached.

The selected Consultant firms/teams shall demonstrate the availability of qualified personnel to perform general engineering and contract administration. All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with either Caltrans or FTA standards.

Licensing Requirements

All persons in responsible charge of engineering and oversight of projects for which the California Professional Engineers Act (Building and Professions Code §§ 6700-6799) requires licensing as professional engineers in the State of California shall be so licensed. Each person in responsible charge of engineering is to be licensed in the discipline appropriate for that person's scope of responsibility and anticipated tasks. Persons in responsible charge of non-engineering disciplines that require licensing in the State of California are to be licensed appropriately.

Attachment 2
Shortlisted Respondents
On-Call Project Management Oversight and General Engineering Consultant Services

No.	Prime Consultant	Project Management	Project Delivery & Controls	General Engineering	Area(s) of Expertise	Subconsultants
1	AECOM			X	Highway/Transit/Environmental	Associated Right of Way Services, Inc. Haygood & Associates WRECO YEI Engineers Y&C Transportation Consultants, Inc.
2	Associated Right of Way Services, Inc. (SBE)			X	Right-of-way	N/A
3	Biggs Cardosa Associates, Inc. (LBE)		X	X	Structural	N/A
4	Brierley Associates		X	X	Geotech/Tunneling	Alta Engineering Group, Inc. Dr. Mole, Inc.
5	Cardno, Inc.			X	Environmental	Associated Right of Way Services, Inc. Fanning & Company, LLC Parisi Transportation Consulting Value Management Strategies
6	Ernst & Young Infrastructure Advisors, LLC		X		Financial	N/A
7	Fehr & Peers (LBE)			X	Traffic	N/A
8	HDR Engineering, Inc. (LBE)		X	X	Highway/Public Private Partnership	Biggs Cardosa Associates CirclePoint Daniller Consulting Far Western Fehr & Peers FMG Architects Geotechnical Consultants Inc. Illingworth & Rodkin JRP Historical Consulting Merrill Morris Partners MSA-SF Parikh Consultants Parisi Transportation Consulting Transamerican Engineers & Associates WRECO
9	HINTB Corporation (LBE)	X	X	X	Highway/Tolling	N/A

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

No.	Prime Consultant	Project Management	Project Delivery & Controls	General Engineering	Area(s) of Expertise	Subconsultants
10	Infrastructure Development Strategies (DBE)		X		Public Private Partnership/Financial	Project Finance Advisory Ltd.
11	Kimley-Horn			X	Traffic	Acumen Building Enterprise Stevens + Associates D&A Communications, Inc.
12	Kittelson & Associates, Inc.			X	Traffic	N/A
13	McMillen Jacobs Associates		X	X	Tunneling	N/A
14	Mott MacDonald (LBE)	X	X	X	Highway/Transit	Acosta Engineering Solutions, P.C. CDM Smith, Inc. CHS Consulting Group ICF Jones & Stokes, Inc. Kwan Henmi Architecture/Planning Rail Surveyors and Engineers, Inc. Sperry Capital, Inc. Zoon Engineering, Inc.
15	Overland, Pacific & Cutler, Inc.			X	Right-of-way	N/A
16	Parisi Transportation Consulting (DBE, SBE)	X		X	Traffic	N/A
17	Parsons (LBE)	X	X	X	Highway/Environmental	AGS, Inc. Associated Right of Way Services, Inc. Bicycle Solutions CDM Smith Inc. Chaudhary & Associates, Inc. CHS Consulting Group Johnson Marigot Consulting, LLC JRP Historical Consulting, LLC Moffatt & Nichol Resource Sciences and Planning, LLC Silicon Transportation Consultants Terry A. Hayes Associates Inc. Value Management Strategies, Inc. WRECO
18	Rajappan & Meyer Consulting Engineers, Inc. (SBE)			X	Highway	CHS Consulting Group Jacobs Engineering Group WRECO
19	S&C Engineers, Inc. (SBE)	X	X		Constructability	N/A

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

No.	Prime Consultant	Project Management	Project Delivery & Controls	General Engineering	Area(s) of Expertise	Subconsultants
20	SENER Engineering & Systems Inc.		X		Public Private Partnership	N/A
21	Silicon Transportation Consultants (DBE, SBE)			X	Tolling	N/A
22	Sperry Capital, Inc. (SBE)		X		Public Private Partnership/Financial	N/A
23	Stantec Consulting Services Inc.	X	X	X	Project Management/Ferry/ Intelligent Transportation Systems	Advance Project Delivery Inc. BayPac Consult Inc. Klingensmith Enterprises, Inc. Novani, LLC Prop SF LLC S Kwok Engineers, Inc. Silicon Transportation Consultants, LLC Tideline Marine Group, Inc. Vali Cooper & Associates, Inc.
24	Traffic Technologies Inc. (LBE)	X	X	X	Tolling	N/A
25	T.Y. Lin International		X	X	Structural	AGS, Inc. Applied Materials & Engineering Earth Mechanics, Inc. Haygood & Associates Landscape Architects LDA Architects Inc. McMillen Jacobs Associates Stevens + Associates WRECO
26	WMH Corporation (SBE)			X	Highway	Apex Strategies Associated Right of Way Services, Inc. David J. Powers Earth Mechanics, Inc. Fehr & Peers Haygood & Associates Landscape Architects MGE Engineering, Inc. Parisi Transportation Consulting Radman Aerial Rail Surveyors and Engineers, Inc. Towill, Inc. WRECO WSP/Parsons Brinckerhoff Y&C Transportation Consultants, Inc.

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

No.	Prime Consultant	Project Management	Project Delivery & Controls	General Engineering	Area(s) of Expertise	Subconsultants
27	WSP/Parsons Brinckerhoff (LBE)	X	X	X	Highway/Environmental	Abtahi Engineering Management Consulting Barbary Coast Consulting Baymetrics CHS Consulting Group Cooper Pugeda Management Inc. Fagan Consulting KPMG M Lee Corporation Transamerican Engineers & Associates WRECO YEI Engineers, Inc. Zoon Engineering
28	Zurinaga Associates (DBE)	X	X		Project Management	Cole Management & Engineering KL Bartlett Consulting PDM Group Inc. Pendergast Consulting Group
	Total Respondents by Category	9	17	22		

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise



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Memorandum

Date: 01.05.17 **RE:** Citizens Advisory Committee
January 11, 2017

To: Citizens Advisory Committee

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

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

Summary

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

BACKGROUND

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

- BART Station Access, Safety and Capacity

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

DISCUSSION

The purpose of this memorandum is to present BART’s request for \$653,101 in Prop K funds for the Balboa Park Station Eastside Connections project and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the request, including information on proposed leveraging (i.e.

stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of the project. A detailed scope, schedule, budget and funding plan for the project is included in the attached Allocation Request Form.

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

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

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

ALTERNATIVES

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

FINANCIAL IMPACTS

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

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

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

RECOMMENDATION

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

Attachments (5):

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

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

Footnotes

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

² Acronyms: BART (Bay Area Rapid Transit)

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

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

Attachment 2: Brief Project Descriptions ¹

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

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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

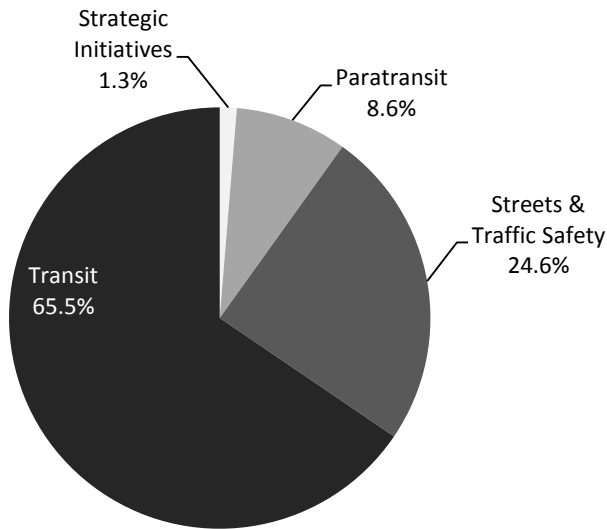
¹ See Attachment 1 for footnotes.

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

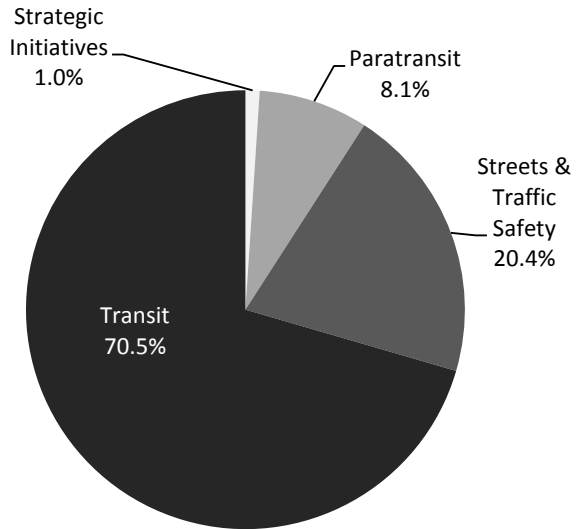
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 88,081,768	\$ 44,099,551	\$ 31,352,768	\$ 12,184,349	\$ 445,100	\$ -
Current Request(s)	\$ 653,101	\$ -	\$ 400,000	\$ 253,101	\$ -	\$ -
New Total Allocations	\$ 88,734,869	\$ 44,099,551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

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



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

FY of Allocation Action: 2016/17

Project Name: Balboa Park Station Eastside Connections - Additional Scope

Grant Recipient: Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

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

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

Prop K Other EP Line Numbers: _____

Supervisorial District(s): District 11

REQUEST

Brief Project Description (type below)

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

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

See attached.

Project Location (type below)

Balboa Park BART Station

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

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

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

Please describe and justify the necessary amendment:

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

Balboa Park Station Eastside Connections – Additional Scope DETAILED SCOPE

Project Need

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

Overall Project Description and Benefits

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

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

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

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

Accomplishments to-date include:

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

Current Request

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

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

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

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

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

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

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

Outreach

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

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

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

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

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

Project Name: Balboa Park Station Eastside Connections - Additional Scope

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

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

Project Name: Balboa Park Station Eastside Connections - Additional Scope

FUNDING PLAN - FOR CURRENT REQUEST

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

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

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

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

COST SUMMARY

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

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

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

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

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

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

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

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

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

CONSTRUCTION CONTRACT ELEMENTS

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

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

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

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

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

Project Name: Balboa Park Station Eastside Connections - Additional Scope

Grant Recipient: Bay Area Rapid Transit District

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 653,101	Construction (CON)
	Total:	\$ 653,101	

Total Prop K Funds: \$ 653,101 **Total Prop AA Funds:** \$ -

Fund Expiration Date: 6/30/2019 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1. With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
2. Upon project completion, provide 2-3 digital photos of the completed project.
- 3.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent BART Station Access, Safety and Capacity 5YPP amendment. See attached 5YPP amendment for details.
- 2.

Notes:

1. Consistent with Prop K policies, the project sponsor shall expend non-Prop K funds first to the extent possible. Unless a specific exception is pre-approved by the Transportation Authority, Prop K funds will not be reimbursed at a rate greater than their proportional share of the approved funding plan (i.e. 26.93% of the construction budget).
- 2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

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

Project Name: Balboa Park Station Eastside Connections - Additional Scope

Grant Recipient: Bay Area Rapid Transit District

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

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: Bay Area Rapid Transit District

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

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

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

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 653,101

Current Prop AA Request: \$ -

Project Name: Balboa Park Station Eastside Connections - Additional Scope

Grant Recipient: Bay Area Rapid Transit District

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<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: Michael Wong

Todd Morgan

Title: Project Manager

Principal Financial Analyst

Phone: 510-464-6497

510-464-6551

Email: mwong@bart.gov

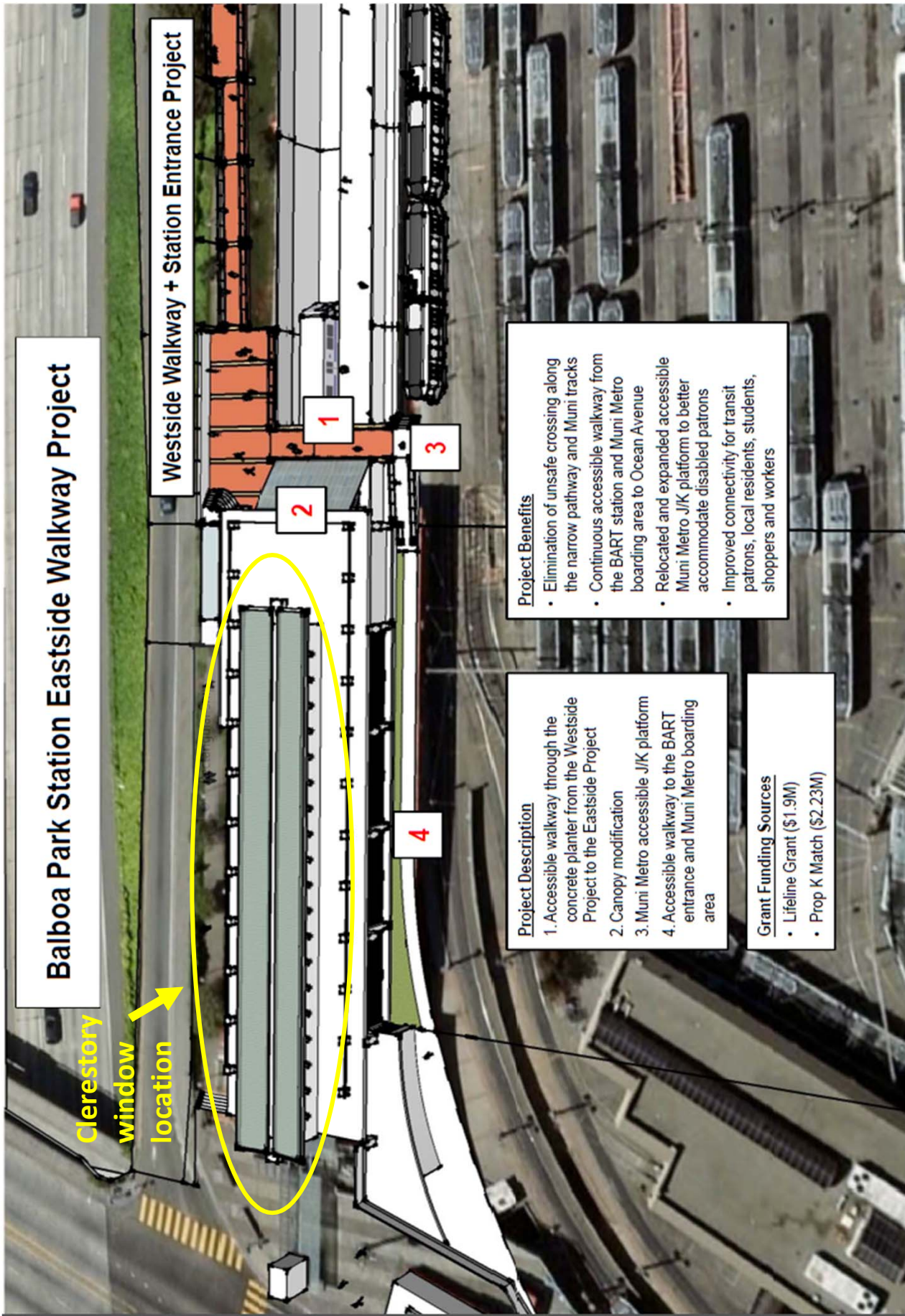
tmorgan@bart.gov

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

MAPS AND DRAWINGS

Vicinity of Balboa Park Station





Balboa Park Station Eastside Walkway Project

Clerestory window location

Westside Walkway + Station Entrance Project

Project Description

1. Accessible walkway through the concrete planter from the Westside Project to the Eastside Project
2. Canopy modification
3. Muni Metro accessible J/K platform
4. Accessible walkway to the BART entrance and Muni Metro boarding area

Project Benefits

- Elimination of unsafe crossing along the narrow pathway and Muni tracks
- Continuous accessible walkway from the BART station and Muni Metro boarding area to Ocean Avenue
- Relocated and expanded accessible Muni Metro J/K platform to better accommodate disabled patrons
- Improved connectivity for transit patrons, local residents, students, shoppers and workers

Grant Funding Sources

- Lifeline Grant (\$1.9M)
- Prop K Match (\$2.23M)

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

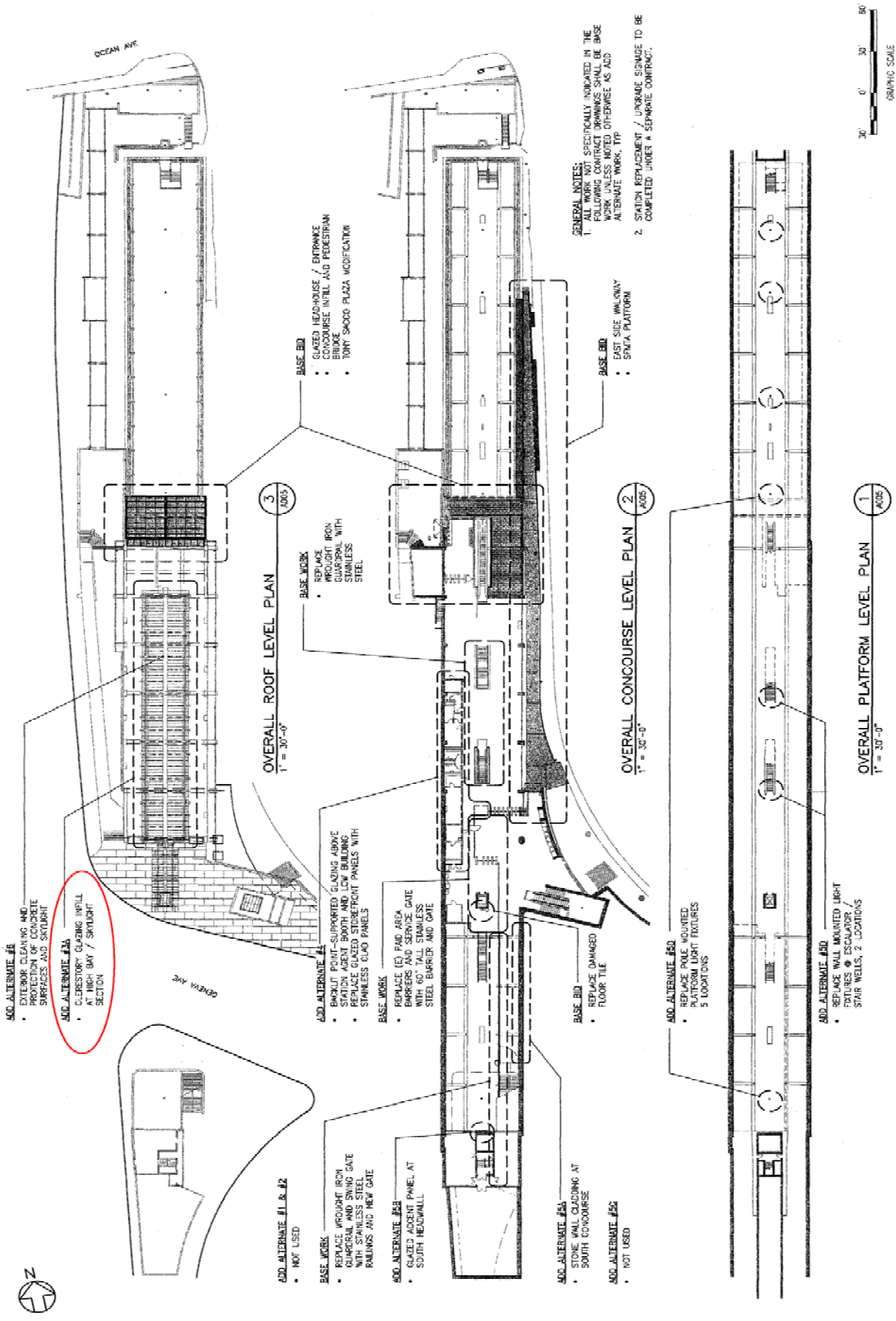


Eastside Connections accessible path and new headhouse (base project)



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

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



DATE: 11/14/19		ISSUED FOR: BID		NOTATION:	
DESIGNED BY: J. CHANG	CHECKED BY: J. CHANG	DATE: 11/14/19	ISSUED FOR: BID	NOTATION:	
HALF SIZE					
		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BART - URS JONT'VEURSE APPROVED: [Signature]			
SUBMITTED: [Signature] ROBIN CHANG & COMPANY		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BART BALBOA PARK STATION EAST SIDE CONNECTION IMPROVEMENTS PHASE 2 BASE AND ADD ALTERNATE WORK SUMMARY FLOOR PLANS			
REVISION:	D. FONG	DATE:	11/14/19	SCALE:	1" = 30'
BY:	J. CHANG	DATE:	11/14/19	CONTRACT NO.:	110G-130
BY:	J. CHANG	DATE:	11/14/19	CONTRACT SHEET NO.:	A005
BY:	J. CHANG	DATE:	11/14/19	FRAME NO.:	P
BY:	J. CHANG	DATE:	11/14/19	FRAME NO.:	33

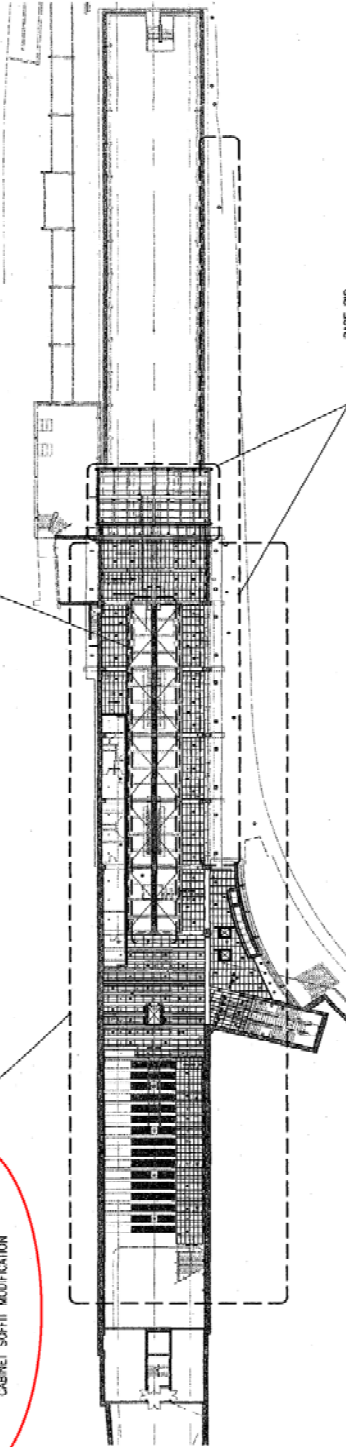


ADD. ALTERNATE #3B

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

ADD. ALTERNATE #3A

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



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

BASE BID

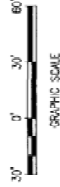
- INTERIOR AND EXTERIOR DOWN LIGHTS AT HEADHOUSE
- OVERHEAD LIGHTING AT THE EAST-SIDE WALKWAY AND STAIRA PLATFORMS
- METAL CEILING AND LIGHTING BELOW CONCOURSE FLOOR WELL

GENERAL NOTES:

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



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



		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BSC - URS JOINT VENTURE ROBIN CHANG & COMPANY SUBMITTED: <i>[Signature]</i> APPROVED: <i>[Signature]</i>		BART BALBOA PARK STATION EAST SIDE CONNECTION IMPROVEMENTS PHASE 2 BASE AND ADD. ALTERNATE WORK SUMMARY REFLECTED CEILING PLANS		CAD FILENAME FILE SCALE CONTRACT NO. 1106-130 CONTRACT SHEET NO. A006	REV. P 1106-130 CONTRACT SHEET NO. A006 PAGE NO. 34
HALF SIZE		DESIGNER D. FUNG J. JINGJIA	CHECKED D. FUNG J. JINGJIA	DATE 10/14/2009	ISSUED FOR BID DATE 10/14/2009	DATE 10/14/2009	DATE 10/14/2009