

**Item 4**  
**File 11-0723**

**Department:**  
San Francisco Municipal Transportation Agency  
Transbay Joint Powers Authority

## EXECUTIVE SUMMARY

### Legislative Objectives

- The proposed resolution would authorize the First Amendment to an existing agreement between the San Francisco Municipal Transportation Agency (SFMTA) and the Transbay Joint Powers Authority (TJPA) for the SFMTA (a) to provide additional Transbay Transit Center Project services for the TJPA, and (b) to extend the agreement by 11½ months from December 31, 2014 to December 15, 2015.

### Key Points

- On July 21, 2009, the Board of Supervisors approved an approximately five year and five month agreement between the SFMTA and the Transbay Joint Powers Authority for SFMTA to provide the TJPA with Transbay Transit Center Project services for a not-to-exceed reimbursement of \$2,282,979 from the TJPA to the SFMTA, through December 31, 2014.
- The Transbay Transit Center Project will replace the current Transbay Terminal at First and Mission Streets in San Francisco with a modern regional transit hub connecting eight Bay Area counties and the State of California through 11 transit systems.
- SFMTA staff currently provides engineering, administrative and other support services for the TJPA related to the Transbay Transit Center Project and in turn, the TJPA reimburses the SFMTA for the cost of such services.
- Under the proposed First Amendment, the Transbay Joint Powers Authority is requesting that the SFMTA provide Parking Control Officer (PCO) services to the TJPA, from August 9, 2010 through December 15, 2015 to facilitate transit bus circulation and transit schedules.

### Fiscal Impacts

- Under the existing agreement, as well as under the proposed First Amendment, compensation is provided by the TJPA to the SFMTA on a cost-reimbursement basis for SFMTA's salary and fringe benefit costs, including overhead. The SFMTA salary rates are subject to change, according to increases in applicable City collective bargaining agreements.
- Under the proposed First Amendment, the SFMTA is estimated to incur a total cost of \$997,698 for PCO services provided to the TJPA, which includes (a) \$189,442 in retroactive cost between August 9, 2010 and July 31, 2011, (b) approximately \$162,630 per year for the four years from August 1, 2011 through July 31, 2015, or a total of \$650,521, (c) \$89,696 for between August 1, 2015 and December 15, 2015, and (d) a contingency of \$68,039.

### Recommendations

- Amend the proposed resolution to provide for retroactivity to August 9, 2010.
- Approve the proposed resolution, as amended.

## MANDATE STATEMENT AND BACKGROUND

### Mandate Statement

In accordance with Charter Section 9.118(a), the approval of a modification to an existing contract or agreement that originally exceeded \$1,000,000 in revenues to the City is subject to Board of Supervisors approval.

### Background

On July 21, 2009, the Board of Supervisors approved an approximately five year and five month agreement from August 27, 2009 through December 31, 2014 between the San Francisco Municipal Transportation Agency (SFMTA) and the Transbay Joint Powers Authority (TJPA) for the SFMTA to provide Transbay Transit Center Project services for the TJPA, including engineering, administrative and other support services, for a not-to-exceed amount of \$2,282,979 (Resolution 927-09).

The TJPA is a public entity authorized to manage the construction of the Transbay Transit Center Project. The TJPA's Board of Directors has six members and is comprised of representatives from the City and County of San Francisco, including representatives from the SFMTA, the San Francisco Mayor's Office, the San Francisco Board of Supervisors, as well as the Alameda-Contra Costa Transit District (AC Transit), the State Department of Transportation (Caltrans) and the Peninsula Corridor Joint Powers Board-Caltrain, which itself is composed of the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority.

According to the Transbay Transit Center website, the Transbay Transit Center Project is a transportation and housing project which is to transform downtown San Francisco and the San Francisco Bay Area's regional transportation system by creating a "Grand Central Station of the West". The total estimated \$4 billion Project will replace the current Transbay Terminal at First and Mission Streets in San Francisco with a modern regional transit hub connecting eight Bay Area counties and the State of California through 11 transit systems: AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, Muni, SamTrans, WestCAT Lynx, Amtrak, Paratransit and future High Speed Rail from San Francisco to Los Angeles/Anaheim. The Project consists of three major elements:

- Replacing the former Transbay Terminal at First and Mission Streets into one interconnected Transit Center;
- Extending Caltrain and California's High Speed Rail underground from Caltrain's current terminus at 4th and King Streets into the new downtown Transit Center; and
- Creating a new neighborhood with residences, offices, parks and shops surrounding the new Transit Center.

Under the existing agreement between the SFMTA and the TJPA, the SFMTA staff provides engineering, administrative and other support services for the TJPA related to the Transbay Transit Center Project and in return, the TJPA reimburses the SFMTA for the SFMTA's costs of such services. Phase 1 of the Transbay Transit Center Project includes: (a) construction of the Transbay Temporary Terminal on Howard Street between Beale and Main Streets<sup>1</sup>, (b) demolition of the existing Transbay Terminal on Mission and First Streets, (c) relocation of underground utilities, (d) related traffic management and engineering, and (e) construction of a bus storage facility beneath Interstate-80 between Second and Fourth Streets.

To accommodate the Project, the TJPA and the SFMTA have determined that it will be necessary to reroute some Muni trolley lines, relocate the SFMTA's overhead contact system and associated underground utilities, and relocate traffic signals, street striping, and parking meters. The Project will ultimately create a new five-story Transit Center facility with one above-grade bus level, ground-floor, concourse, and two below-grade rail levels serving Caltrain and future High Speed Rail as well as create new bus ramps that will connect The Transit Center to a new off-site bus storage facility and the San Francisco-Oakland Bay Bridge.

Under the existing agreement, between the SFMTA and the TJPA, compensation is provided from the TJPA to the SFMTA on a cost-reimbursement basis for SFMTA's salary and fringe benefit costs, including overhead. The SFMTA's salary rates are subject to change, according to increases in applicable City collective bargaining agreements. As noted above, under the existing agreement, the total reimbursement payable by the TJPA to the SFMTA for SFMTA's staffing costs would not exceed \$2,282,979, over the approximately five year and five month term from August 27, 2009 through December 31, 2014.

## DETAILS OF PROPOSED LEGISLATION

The proposed resolution would authorize the First Amendment to the existing not-to-exceed \$2,282,979 agreement between the San Francisco Municipal Transportation Agency (SFMTA) and the Transbay Joint Powers Authority (TJPA) for the SFMTA to provide services for the TJPA related to the Transbay Transit Center Project. Under the proposed First Amendment, the SFMTA would provide Parking Control Officer services for a not-to-exceed amount of \$997,698 retroactive to August 9, 2010 through December 15, 2015, or a new total not-to-exceed amount of \$3,280,677, (\$2,282,979 plus \$997,698). Additionally, the proposed First Amendment would extend the original termination date of December 31, 2014 by 11½ months to December 15, 2015. The proposed First Amendment also authorizes that the termination date can be further extended, or terminated early, based on agreement by the SFMTA and the TPJA, subject to approval by the Board of Supervisors.

In anticipation of the potential traffic problems resulting from the Transbay Transit Center Project, on August 9, 2010 TJPA and SFTMA have negotiated the proposed First Amendment to

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<sup>1</sup> In December of 2008, construction commenced for a Transbay Temporary Terminal, which began operations in August of 2010 to provide temporary bus terminal facilities for AC Transit, WestCAT Lynx, Muni, Golden Gate Transit, SamTrans and Greyhound passengers during the demolition of the old Transbay Terminal and construction of the new interconnected Transit Center, which is now expected to be completed in 2017.

the existing agreement and SFMTA has agreed to provide Parking Control Officer (PCO) services, as necessary for traffic control, during key commute hours in order to maintain efficient and unobstructed transit bus access around the Temporary Transbay Terminal as well as to and from the Bay Bridge.

According to Ms. Joy Houlihan, Deputy Director of Enforcement – Safety, Training, Security, and Enforcement Division, SFMTA, the Transbay Joint Powers Board is requesting to amend the existing agreement for the SFMTA to provide PCO services, as necessary, to facilitate access for SFMTA and the various other transit traffic at the new Temporary Transbay Terminal. Ms. Houlihan advises that access to and from the new Temporary Transbay Terminal, currently located on Howard Street between Beale and Main Streets, can become gridlocked and additional PCOs are anticipated to be needed at various times over the course of the construction to provide efficient and unobstructed transit bus access around the Temporary Transbay Terminal as well as direct access to and from the Bay Bridge.

## FISCAL IMPACTS

Table 1 below identifies the estimated total cost of \$997,698 to be incurred by the SFMTA to provide Parking Control Officer (PCO) services to the TJPA. This includes the \$189,442 costs to provide PCOs, including salaries, fringe benefits and overhead costs, retroactive from August 9, 2010 through July 31, 2011. According to Ms. Houlihan, between August 9, 2010 and July 31, 2011, the SFMTA initially provided five PCOs and one Supervisor, which was subsequently reduced to three PCOs and one Supervisor at various intersections. According to Ms. Houlihan, greater coverage was necessary during the first six months that the PCOs were deployed due to the confusion and disruption associated with the initial demolition plans for the Transbay Terminal Project.

From August 1, 2011 through July 31, 2015, the SFMTA anticipates providing approximately \$162,630 of PCO services per year for this four-year period, or a total of \$650,521. For the 4½ month period between August 1, 2015 and December 15, 2015, SFMTA estimates providing \$89,696 of PCO services.

As shown in the Table below, the proposed First Amendment would authorize a total not-to-exceed increased amount of \$997,698, including a contingency of \$68,039.

**Table: Transbay Transit Center Program  
Estimated Cost for the First Amendment  
Parking Control Officers**

<b>Total Cost Year 1 (August 9, 2010 - July 31, 2011)</b>					<b>\$189,442</b>
	<b>Number of PCOs</b>	<b>Number of AMHours</b>	<b>Number of PM Hours</b>	<b>Rate</b>	<b>Cost/Day</b>
Parking Control Supervisor	1	0	4	\$ 91.71	\$ 367
Parking Control Officers	4	0	4	\$ 76.76	\$ 1,228
Total Cost /Day					\$ 1,595
Total Cost /Month			assume 8 days /month		\$ 12,760
Total Cost /Year (Years 2 - 5)			assume 96 days /year		\$ 153,120
Cost for Special Event Days			assume 5 days /year		\$ 9,510
<b>Total Cost Per Year, Years 2 - 5 (August 1, 2011 - July 31, 2015)</b>					<b>\$ 162,630</b>
<b>Total Cost Years 2 - 5 (August 1, 2011 - July 31, 2015)</b>					<b>\$ 650,521</b>
	<b>Number of PCOs</b>	<b>Number of AMHours</b>	<b>Number of PM Hours</b>	<b>Rate</b>	<b>Cost/Day</b>
Parking Control Supervisor	1	2	4	\$ 91.71	\$ 550
Parking Control Officers	4	2	4	\$ 76.76	\$ 1,842
Total Cost /Day					\$ 2,393
Total Cost /Month			assume 8 days /month		\$ 19,140
Cost for Special Event Days			assume 5 days /year		\$ 3,566
<b>Total Cost 4 1/2 Months (August 1 2015 - December 15, 2015)</b>					<b>\$ 89,696</b>
<b>Total Overall Project Cost for Enforcement Services</b>					<b>\$ 929,659</b>
Contingency Amount					\$ 68,039
<b>Total Amount of the First Amendment</b>					<b>\$ 997,698</b>

Ms. Houlihan advises that the SFTMA has been providing these PCO services for the TJPA since August 9, 2010. Therefore, the proposed resolution should be amended to provide for retroactive approval of the subject PCO services to August 9, 2010. Ms. Houlihan reports that the SFMTA has not yet billed the TJPA, but that SFMTA is in the process of preparing the billing invoice for submission from August 9, 2010 and July 31, 2011. Ms. Houlihan reports that, although these PCO services have been provided to the TJPA by the SFMTA since August 9, 2010, the SFMTA delayed bringing this amendment to the Board of Supervisors primarily due to changes in SFMTA's management and competing priorities.

## RECOMMENDATIONS

1. Amend the proposed resolution to provide for retroactivity to August 9, 2010.
2. Approve the proposed resolution, as amended.