

THIS PRINT COVERS CALENDAR ITEM NO.: 10.6

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Modification No. 4 to Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering, increasing the Contract amount by \$827,381.36, for a total Contract amount not to exceed \$7,220,169.80.

SUMMARY:

- On September 16, 2014, the SFMTA Board of Directors awarded Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, to Mitchell Engineering to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line (Contract), in the amount of \$3,521,115, and a term of 240 days to substantial completion.
- The Contract has been amended three times, increasing the Contract amount by \$2,871,673.44, for a current Contract amount of \$6,392,788.44, and adding 592 days, increasing the Contract term to 832 days to substantial completion.
- This Modification No. 4 includes costs associated with installation of a revised sewer alignment due to a PG&E utility vault conflict, relocation and adjustment of four vitrified clay pipes encountered while relocating around the PG&E vault, upgrading existing catch basins to meet the current SF Public Works standard, performing additional continuous noise and vibration monitoring for the neighbors, increasing the thickness of the sidewalk at the entrance to Crane Cove Park to support increase loading capacity from construction equipment, resolving track resistance circuit issues, and modifying the existing signal rail to meet current acceptable track resistance standards.

ENCLOSURES:

1. SFMTAB Resolution
2. Contract Modification No. 4
3. Project Budget & Financial Plan

APPROVALS:

DATE

DIRECTOR



June 11, 2019

SECRETARY



June 11, 2019

ASSIGNED SFMTAB CALENDAR DATE: June 18, 2019

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PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute Modification No. 4 to Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering, increasing the Contract amount by \$827,381.36, for a total Contract amount not to exceed \$7,220,169.80.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The work to be performed under Contract No. 1236R supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1 Improve transit service.

Objective 2.2 Enhance and expand use of the city's sustainable modes of transportation and land use principles

Goal 3: Improve the quality of life and environment in San Francisco and the region

Objective 3.2 Advance policies and decisions in support of sustainable transportation and land use principles

Objective 3.4 Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change

Objective 3.5 Achieve financial stability for the agency

The work to be performed under Contract No. 1236R supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

DESCRIPTION

When constructed, the Third Street Light Rail Project Mission Bay Loop (the Project) will provide turn-around capabilities for the T-Third light rail line through a connection from Third Street to 18th, Illinois, and 19th Streets. The Loop will afford the southbound train the ability to turn left on 18th Street, travel around the block via Illinois Street and 19th Street and make the right turn to go northbound on Third Street. The Loop will allow trains to turn around for special events (e.g., baseball games, concerts, street fairs) and during peak periods to meet the projected service needs in

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the Central Subway Corridor, including the Chinatown, Mission Bay, and South of Market (SOMA) neighborhoods.

Allowing half of the trains on the T-Third line to turn around at the Loop will not affect performance for residents of Hunters Point and those living along the 3rd Street corridor because additional train capacity will be added to the turn-around route as part of the Central Subway Project. The SFMTA constructed the turnouts from Third Street in 2003 and completed signal system testing in 2006. The turnouts extend over two-thirds of the block on 18th and 19th Streets towards Illinois Street. The new trackwork for the Loop will connect these turnouts from 18th Street to Illinois Street to 19th Street.

Scope of the Original Contract

Work to be performed under the Contract includes, but is not limited to, the following:

- Trackwork using a paved direct fixation system.
- Overhead Catenary System (OCS) work, including trolley poles and foundations, guy wires and contact wire.
- Roadway, sidewalk and curb ramp work, including Asphalt Concrete grinding and paving.
- Vehicle Tagging System work, including loops, conduit, pull boxes, ground rods, wire and cable, cabinets and bollards.
- Rail bonding.
- Street lighting work, including conduit, pull boxes, ground rods, and wire.
- Traction power work, including conduit and cable.
- Traffic signal work, including poles, mast arms, signals, conduits, pull boxes, wire and cable, controllers and bollards.
- Sewer work, including force and gravity mains, steel casings, culverts, manholes and catch basins.

Procedural History

On September 16, 2014, the SFMTA Board of Directors adopted Resolution No. 14-141, which awarded Contract No. 1236R to Mitchell Engineering, in the amount of \$3,521,115, and for a term of 240 days. The SFMTA issued the Notice to Proceed with the work effective December 8, 2014.

On September 26, 2014, the Petitioners Committee for Re-Evaluation of the T-Line Loop filed a Petition for Writ of Mandate (Petition) in the San Francisco Superior Court. Petitioners alleged that the City failed to comply with the California Environmental Quality Act (CEQA) when it approved the Contract No. 1236R. In approving the contract with Mitchell Engineering, the SFMTA Board of Directors relied on the information in the Central Subway Environmental Impact Report (EIR) and determined that no additional environmental review was required. Petitioners argued that a supplemental or subsequent environmental impact was required due to new or more severe environmental impacts that were not studied in the Central Subway EIR.

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The California Court of Appeal issued a stay of construction on March 3, 2015. The SFMTA suspended the construction contract on March 4, 2015.

The trial court denied the Petition on December 24, 2015. The Court of Appeal lifted the stay of construction on January 21, 2016, and ultimately found in favor of the City on November 29, 2016. The California Supreme Court denied review on March 15, 2017. After allowing time for the Contractor and SFMTA staff to prepare for construction to begin again, the SFMTA lifted the suspension on May 16, 2016, for a total suspension period of 439 days.

Past Contract Modifications

On January 8, 2018, the Director of Transportation approved Contract Modification No. 1 for \$667,065.77. Contract Modification No. 1 approved additional work relating to the construction of the sewer system under Illinois Street, and added noise and dust monitoring requirements as dictated by a Storm Water Pollution and Prevention Plan from the Port of San Francisco, which has overall jurisdiction over the Project site, and as requested by a local pre-school that is close to the Project site.

On April 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180417-062 approved Contract Modification No. 2, which extended the Contract term by 502 days and increased the contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77. This was due to delays related to the lawsuit mentioned above and to a delay in obtaining permitting authority from the Port of San Francisco for those portions of the site on Port property. Modification No. 3 also added two subcontractors, W. Bradley Electric and Reliance Engineering, due to a public necessity as authorized under Public Contract Code Section 4109.

On July 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180717-102 approving Contract Modification No. 3 for \$1,744,867.67, for a total amount not to exceed \$6,392,788.44; to install a duct bank along Illinois Street between 16th Street and 23rd Street on behalf of the SFPUC. The SFPUC has a project, the Bay Corridor Electrical Power Transmission and Distribution Project, to install a duct bank along Illinois Street between 16th Street and 23rd Street to provide a power distribution system for electricity users along the eastern waterfront. This duct bank goes directly through the SFMTA's Project limits. The proposed work under Contract Modification No. 3 included design and construction of the duct bank within the limits of the Project. Contract Modification No. 3 also increased the term of the Contract by 90 days.

On September 4, 2018, the SFMTA Board of Directors adopted Resolution No. 180904-123, which rescinded Modification No. 3, and approved Modification No. 3R, regarding the design and construction of a duct bank for the SFPUC, for the same amount and time. Contract Modification No. 3 added the time necessary for the contractor to construct the duct bank on behalf of the SFPUC. Modification also contained a comprehensive release for all costs related to the work under that Modification. The contractor also designed the duct bank for the SFPUC and was not willing to

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release the City for costs associated with any time impacts associated with the design services. Indeed, staff did not receive a request from the Contractor for a compensable time extension until after Modification No. 3 had been approved. Thus, staff has not had time to analyze any time impacts associated with the design of the duct bank work. Under Modification No. 3R, the contractor released the City for compensation for the direct costs of design and installation, and time impacts associated with construction. Any time extension and associated costs related to design was reserved for a future modification.

Modification No. 4

Modification No. 4 increases the Contract amount by \$827,381.36, for a total Contract amount not to exceed \$7,220,169.80. The Modification includes the following work:

- installation of a revised sewer alignment due to a PG&E utility vault conflict
- relocation and adjustment of four vitrified clay pipes encountered while relocating around the PG&E vault
- upgrading existing catch basins to meet the current SF Public Works standard
- performing additional continuous noise and vibration monitoring for the neighbors
- increasing the thickness of the sidewalk at the entrance to Crane Cove Park to support increased loading capacity from construction equipment
- resolving track resistance circuit issues
- modifying the existing signal rail to meet current acceptable track resistance standards.

The SFMTA Contract Compliance Office has reviewed this Contract Modification No. 4 and has determined that it is consistent with the SBE participation goals of 25% established for the Contract.

CONTRACTOR SAFETY RECORD

There have been no “serious” or “willful” CalOSHA recordable violations during the construction of this project.

TRANSIT IMPACT

Upon completion of the project, transit service will be more reliable and accessible. By installing the sewer line and catch basins prior to the installation of the trackway, the work will reduce impact to transit service. Impacts to transit during construction were mitigated to the maximum feasible extent.

STAKEHOLDER ENGAGEMENT

The SFMTA staff reviewed transit impacts with Transit Operations and Maintenance-of-Way. There will be no impact to transit service for work covered in Modification No. 4.

Community Outreach:

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Prior to the actual start of the construction work, staff conducted a safety presentation around construction for Potrero Kids Preschool (800 Illinois Street), installed posters at 18th/19th/ Illinois streets and along 3rd Street at 18th/19th Streets that included the project summary and contact information, sent direct mailers to residents within 900 feet of the project area about upcoming construction, met with Dogpatch Neighborhood Association and Potrero Dogpatch Merchants Association to provide an update and explain the outreach methods that will be deployed once construction activity begins, staffed a table at the Bayview-Dogpatch Sunday Streets event to discuss the project, met with the Ballpark Mission Bay Transportation Coordinating Council Committee to discuss the project, posted a blog article on the SFMTA website explaining that construction would commence, and met with Potrero Kids Preschool for a site visit.

During construction, staff sends weekly updates to Potrero Kids Preschool and the 700 Illinois Condominium Complex Homeowners Association Board, sends direct mailers to residents within 900 feet alerting them about sewer work, posts project information on the Potrero Dogpatch Merchants Association website and Dogpatch Neighborhood Association website, sends numerous e-mail updates to stakeholders regarding the construction progress, and meets with Potrero Kids preschool to update them about construction activity.

ALTERNATIVES CONSIDERED

There is no alternative to constructing the sewer main around PG&E underground utilities. The sewer main is critical to SFPUC's project. If the sewer and catch basin work had been postponed to a later time, the future work will have serious impact on transit service and potentially risk undermining the track support structure. Residents near the project site requested continuous noise and vibration monitoring – there is no alternative considered. The rail isolation work is necessary to ensure the automatic train control system is function properly. There is no alternative for the rail isolation work.

FUNDING IMPACT

This Contract, including Modification No. 4, has a total approved budget of \$20.4 million. The Contract is fully funded by Proposition K sales tax local funds administered by the San Francisco County Transportation Authority, Series 2015B SFMTA General Obligation Bonds, the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) created by Proposition 1B, the formula-based Low Carbon Transit Operations Program established under California Climate law AB32, Population Baseline transfers approved by San Francisco voters in 2014, the federal Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, and other local sources.

ENVIRONMENTAL REVIEW

The Mission Bay Loop Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1. The EIR/EIS was certified by the City in 1998 and the Record of Decision (ROD) for this project

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was issued in 1999. On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the CEQA Guidelines for the Project. An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013. Finally, on August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines. A citizens' group challenged the Planning Department's determination in court, but, as mentioned above, the Courts denied the challenge.

The work covered in Modification No. 4 is performed on behalf of the SFPUC as a subset of its larger Bay Corridor Electrical Power Transmission and Distribution Project. The SFPUC project received a Categorical Exemption (Case Number 2016-007195ENV) from CEQA from the San Francisco Planning Department on February 1, 2017. CEQA provides a categorical exemption from environmental review for new construction or conversion of small structures as defined in Title 14 of the California Code of Regulations Sections 15303.

All environmental documents are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

No other approvals are required.

The City Attorney's Office has reviewed the calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors to authorize the Director of Transportation to execute Modification No. 4 to Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop, with Mitchell Engineering, to increase the Contract amount by \$827,381.36 for a total Contract amount not to exceed \$7,220,169.80.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On September 16, 2014, the SFMTA Board of Directors adopted Resolution No. 14-121 awarding Contract No. 1236R, Third Street Light Rail Project -Mission Bay Loop (the Contract), to Mitchell Engineering (the Contractor), in the amount of \$3,521,115, for a term of 240 days, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line; and,

WHEREAS, On January 8, 2018, the Director of Transportation approved Contract Modification No. 1, for additional work to the sewer system under Illinois Street and further noise and dust monitoring requirements as dictated by a Storm Water Pollution and Prevention Plan from the Port of San Francisco; Modification No. 1 increased the Contract amount by \$667,065.78; and,

WHEREAS, On April 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180417-062, approving Contract Modification No. 2, increasing the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77, and extending the Contract term by 502 days; and,

WHEREAS, On July 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180717-102, approving Modification No. 3, to install a duct bank along Illinois Street between 16th Street and 23rd Street on behalf of the San Francisco Public Utilities Commission (SFPUC), increasing the Contract amount by \$1,744,867.67, for a total amount not to exceed \$6,392,788.44, and extending the Contract term by 90 days; and,

WHEREAS, On September 4, 2018, the SFMTA Board of Directors adopted Resolution No. 180904-123, rescinding Modification No. 3 and approving Modification No. 3R to design and construct a duct bank for the SFPUC, increasing the Contract amount by \$1,744,867.67, for a total amount not to exceed \$6,392,788.44; extending the Contract term by 90 days, and revising the release of the City to cover direct costs for design and construction, but for time impacts associated with construction of the duct bank only; and,

WHEREAS, The proposed Modification No. 4 to Contract No. 1236R will increase the Contract amount by \$827,381.36, for a total Contract amount not to exceed \$7,220,169.80, for cost associated with installations of new sewer mains around PG&E underground utilities, and new catch basins at the intersection of 19th St. and Illinois St; and,

WHEREAS, The SFMTA Contract Compliance Office has reviewed this Contract Modification No. 4 and has determined that it is consistent with the SBE participation goals of 25% established for the Contract; and,

WHEREAS, The Mission Bay Loop Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement for the Third Street Light Rail Project Phase 1; and,

WHEREAS, The Environmental Impact Report and Environmental Impact Statement for the Third Street Light Rail Project Phase 1 was certified by the City in 1998 and the Record of Decision for this project was issued in 1999; and,

WHEREAS, On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the California Environmental Quality Act (CEQA) Guidelines for the Project; and,

WHEREAS, An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013; and,

WHEREAS, On August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines; a citizens' group challenged the Planning Department's determination, but the California courts denied the challenge; and,

WHEREAS, The work being performed for the SFPUC is a subset of its larger Bay Corridor Electrical Power Transmission and Distribution Project, which received a Categorical Exemption (Case Number 2016-007195ENV) from CEQA (new construction or conversion of small structures as defined in Title 14 of the California Code of Regulations Sections 15303) from the San Francisco Planning Department on February 1, 2017; and,

WHEREAS, All environmental documents are on file with the Secretary to the San Francisco Municipal Transportation Agency Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to execute Modification No. 4 to Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, with Mitchell Engineering, to increase the Contract amount by \$827,381.36, for a total Contract amount not to exceed \$7,220,169.80.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 18, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

CONTRACT MODIFICATION NO. 4

San Francisco Municipal Transportation Agency
Contract No. 1236R
Third Street Light Rail Project Mission Bay Loop

Contractor: Mitchell Engineering
1395 Evans Avenue
San Francisco, CA 94124

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The Contract is modified as follows:

1. Scope of Work

CM-4A	<u>PCC#007 - Alternative Alignment of 21” Sewer Line Constrained by PG&E Vault:</u> Revise sewer alignment due to a PG&E utility vault conflict near the southwest corner of 18 th Street and Illinois Street. This work item includes performing exploratory work to locate existing utilities as described in RE Letter #027 dated 09/01/16 and constructing an alternative sewer alignment in accordance to the attached revised Contract Drawings SW-1 Rev. 5 and SW-2 Rev. 5 dated 12/15/17.	\$293,692.95
CM-4B	<u>PCC #011 – Relocate Four 10” VCP Culverts, Replace Brick Basins with Concrete Catch Basins, and Modify Existing Catch Basin at 19th and Illinois Street:</u> Relocate four 10” vitrified clay pipe (VCP) culverts to lower elevations in order to circumvent a PG&E duct bank and replace three existing non-compliant catch basins with three new city standard catch basins as detailed in the response to RFI-023.1 dated 01/18/17. In addition, convert catch basin to city standard storm water inlet located at the southeast intersection of 19 th and Illinois Street as described in response to RFI-027 dated 03/10/17.	\$291,289.14
CM-4C	<u>Continuous Noise and Vibration Monitoring:</u> Perform additional continuous noise and vibration monitoring as described in Contract Modification No. 1 from October 2017 to the September 2019. Contract Modification No. 1 provided monitoring services for a duration of 13 months from August 2016 to September 2017.	\$120,960.00
CM-4D	<u>Thicker Sidewalk Required at Crane Cove Park Entrance:</u> Increase the sidewalk thickness from 3.5” to 5.5” at the entrance of Crane Cove Park to support increased surfacing loading from construction equipment as	\$4,674.41

described in the SFMTA's response to RFI-052 dated 10/01/18.

CM-4E	<u>Additional Work Related to Rail Isolation Work:</u> Expand the excavation limits of track pavement to follow manufacturer's recommended procedures for application of rail isolation as described in RFI-061 dated 12/28/18. In addition, troubleshoot track resistance circuit issues and modify the existing signal rail in accordance with acceptable track resistance standards as described in RE Letter #106 dated 01/29/19. As the work is ongoing, this work item provides payment for work performed under force account beginning 01/10/19 through 03/07/19. Refer to attached force account summary sheet.		\$116,764.86
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2. Add the following new Contract Pay Items:

CM-4A	PCC #007 – Alternative Alignment of 21" Sewer Line Constrained by PG&E Vault	LS	\$293,692.95
CM-4B	PCC #011 – Relocate Four 10" VCP Culverts, Replace Brick Basins with Concrete Catch Basins, and Modify Existing Catch Basin at 19th and Illinois Street	LS	\$291,289.14
CM-4C	Continuous Noise and Vibration Monitoring	LS	\$120,960.00
CM-4D	Thicker Sidewalk Required at Crane Cove Park Entrance	LS	\$4,674.41
CM-4E	Additional Work Related to Rail Isolation Work	LS	\$116,764.86

Total Amount of this Contract Modification: Increase \$827,381.36

Previous Total of Contract: \$6,392,788.4

New Revised Total of Contract: \$7,220,169.80

Total Contract Time Added by this Contract Modification:	Deferred
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Contract Substantial Completion Date: 03/18/2017

Current Contract Substantial Completion 03/18/2017
Date:

3. This Modification is made in accordance with Articles 6 and 7 of the Contract General Provisions.
4. This Modification will be processed for direct costs and not extended overhead costs since as of this date a mutual agreement has not been reached on all the time impacts and related field and home office extended overhead costs to the Contract. When an agreement is reached, the Contract Substantial Completion date will be adjusted. Contractor does not release the City from any time impact claims and costs associated with the extension of time.
5. Except as provided herein all previous terms and conditions of the Contract remain unchanged.
6. Except as provided above in Section 4, Contractor acknowledges and agrees that the compensation stated herein for the Additional Work described above shall be full accord and satisfaction of all current and prospective costs incurred in connection with Contractor's performance of the Additional Work under this Contract Modification, without limitation, including any and all markups and overhead. Except as provided above in Section 4, Contractor releases the City from all claims, for which full accord and satisfaction is hereby made, as set forth above.

Attachments:

1. Contract Drawing SW-1 Rev.5
2. Contract Drawing SW-2 Rev.5

In Witness Whereof, the parties have executed this Modification in San Francisco, California on the following date: _____.

Mitchell Engineering

**CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

By: _____
Signature
Curtis Mitchell
Owner

By: _____
Signature
Edward D. Reiskin
Director of Transportation

Authorized By:

**MUNICIPAL TRANSPORTATION
AGENCY
BOARD OF DIRECTORS**

Resolution No. _____

Adopted: _____

Attest:

By: _____

Secretary
Municipal Transportation

Agency

APPROVED AS TO FORM:
Dennis J. Herrera, City Attorney

By: _____

Signature
Robin M. Reitzes
Deputy City Attorney

ENCLOSURE 3

THIRD STREET LIGHT RAIL PROJECT - MISSION BAY LOOP

San Francisco Municipal Railway Contract No. 1236R

Project Budget and Financial Plan

Cost	Amount
Environmental Assessment Staff Support (SFMTA and Other City Services)	\$183,059
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$1,049,457
Construction Phase Construction Contract, Contingency, and Staff Support	\$19,216,175
Total Cost	\$20,448,691

Funding	Amount
Federal TIGER Cycle IV Grant	\$10,000,000
State Infrastructure Bonds Local Proposition 1B	\$4,882,911
Local Proposition K	\$157,000
SFMTA Operating	\$26,059
LCTOPP	\$1,440,568
General Obligation Bond	\$1,477,227
Population Baseline	\$464,926
SFPUC	\$2,000,000
Total Funding	\$20,448,691