

**STAFF REPORT FOR CALENDAR ITEM NO.: 13**  
**FOR THE MEETING OF: May 12, 2011**

**TRANSBAY JOINT POWERS AUTHORITY**

**BRIEF DESCRIPTION:**

Approve the updated Initial Project Report dated May 12, 2011 and authorize the Executive Director to modify the AB 1171 Cooperative Agreement with the Metropolitan Transportation Commission as necessary, for the rescission of AB 1171 Bridge Toll Funds in the Amount of \$76,024,000.

**SUMMARY:**

AB 1171 was adopted by California legislature to fund the cost of seismic retrofit of Bay Area toll bridges. The Transbay program is eligible for these funds under a provision that makes the money available to projects consistent with the purposes of the voter-approved Regional Measure 1 (RM-1) program, which includes projects that reduce congestion in the bridge corridors. MTC's Resolution 3434 includes \$150 million in AB 1171 funds for Transbay.

In June 2010, MTC allocated \$134 million in AB 1171 Bridge Toll funds to the TJPA for the design and construction of the Transbay Transit Center. The original allocation included a provision to rescind the remaining funds after the Federal Railroad Administration (FRA) American Recovery and Reinvestment Act (ARRA) grant was secured.

The June 2010 AB 1171 allocation was developed while negotiations with FRA were underway regarding the \$400 million ARRA grant for the train box. The negotiations resulted in the refinement of project costs included by FRA in the train box budget and the identification of costs that FRA will not fund: demolition of the Transbay Terminal, and portions of the Construction Management Oversight, CM/GC, PMPC, and Transit Center design costs associated with the above-grade portion of the Transit Center. The Transit Center design costs include the Final Design of the glazing system for the Transit Center building, which will be procured under a design-build subcontract to the CM/GC. All of these costs not funded by FRA are eligible under the existing AB 1171 grant; TJPA plans to continue using the AB 1171 grant to fund these expenses.

Based on the Phase 1 cash flow, TJPA and MTC staff have agreed that \$58 million of the June 2010 AB 1171 grant will remain available to TJPA. In May, MTC plans to rescind \$76 million from the June 2010 AB 1171 allocation. TJPA plans to request a re-allocation of these funds in the next 18 months to two years.

**Initial Project Report**

MTC's policies and procedures require that bridge toll grant recipients approve an Initial Project Report (IPR) that describes the allocation or rescission action to be taken by MTC. The IPR for

the rescission is based upon the most up to date cost and funding information, and reflects recent TJPA activities, including the agreed-upon funding rescission.

### **TJPA Resolution**

For bridge toll funding allocations, MTC requires the grant recipient to approve a Resolution of Project Compliance which indicates agreement to comply with the MTC's policy guidance, that the recipient is an eligible project sponsor and is authorized to submit an application for funds, that the project is consistent with the Regional Transportation Plan, and provides various additional certifications and assurances..TJPA approved Resolution 10-019 in June 2010 for the original AB 1171 allocation.

The attached resolution describes the rescission action to be taken by MTC. It also affirms that TJPA will continue to comply with MTC's policies and procedures agreed to in the original June 2010 IPR and resolution.

### **Cooperative Agreement with MTC for the Allocation of AB 1171 Funds**

A Cooperative Agreement was executed with MTC for the previous allocation of AB 1171 funds, and serves as a funding agreement. The Agreement describes the roles and responsibilities of MTC and the TJPA related to the allocation. The TJPA Board Resolution authorizes the Executive Director to modify the Cooperative Agreement for the original AB 1171 allocation as necessary.

### **ENCLOSURES:**

1. Resolution Approving the May 12, 2011 Initial Project Report
2. AB 1171 Initial Project Report (IPR), May 12, 2011 (Attachment A)

### **RECOMMENDATION:**

Approve the updated Initial Project Report dated May 12, 2011 and authorize the Executive Director to modify the Cooperative Agreement with MTC for the rescission of AB 1171 Bridge Toll Funds in the amount of \$76,024,000.

**TRANSBAY JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS**

**Resolution No. \_\_\_\_\_**

WHEREAS, The Transbay Joint Powers Authority (TJPA) approved an Initial Project Report, and authorized the Executive Director to execute a Cooperative Agreement with the Metropolitan Transportation Commission (MTC) and submit an allocation request to MTC for AB 1171 bridge toll funds through Resolution No. 10-019 on June 10, 2010; and

WHEREAS, MTC allocated \$134,074,000 in AB 1171 bridge toll funds to the TJPA on June 23, 2010; and

WHEREAS, MTC's June 23, 2010 allocation included a condition that MTC would rescind from the total allocation the remaining AB 1171 funds after the Federal Railroad Administration (FRA) awarded a grant to the TJPA for \$400,000,000 in American Recovery and Reinvestment Act (ARRA) funds; and

WHEREAS, The TJPA and MTC entered into a Cooperative Agreement for the allocation of AB 1171 funds in August 2010; and

WHEREAS, The FRA awarded the ARRA grant August 11, 2010; and

WHEREAS, The TJPA and MTC staff have agreed that \$58,050,000 of the June 23, 2010 allocation of AB 1171 bridge toll funds are needed to maintain the Transbay Transit Center Project schedule, and that the remaining balance of \$76,024,000 may be rescinded; and

WHEREAS, The TJPA has prepared a new Initial Project Report, attached as Attachment A, to describe this agreement with MTC, the history of the AB 1171 funding allocation, and the planned use of the AB 1171 allocation; and

WHEREAS, The Cooperative Agreement must be amended to reflect the changes described herein; now, therefore, be it

RESOLVED, That the TJPA has reviewed and approves the Initial Project Report, attached hereto as Attachment A, and approves the rescission of \$76,024,000 of AB 1171 funds from MTC's June 23, 2011 allocation; and be it further

RESOLVED, That the TJPA affirms the commitments and certifications it has made under its Resolution No. 10-019, approved on June 10, 2010, and that such commitments and certifications will continue in full force and effect as to the remaining AB 1171 funds allocated by MTC; and be it further

RESOLVED, That the TJPA authorizes its Executive Director, or her designee, to amend the Cooperative Agreement with MTC to reflect the rescission of a portion of the AB 1171 funds as provided herein; and be it further

RESOLVED, That the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the Initial Project Report as she deems appropriate; and be it further

RESOLVED, That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transbay Joint Powers Authority Initial Project Report referenced herein.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of May 12, 2011.

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Secretary, Transbay Joint Powers Authority

# **AB 1171 Bridge Tolls Initial Project Report (IPR)**

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**Project Title:**

Transbay Transit Center / Downtown Caltrain Extension

**AB 1171 Project No.**

XX

**Allocation History:**

<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
24-Feb-10	\$10,700,000	PS&E
24-Feb-10	\$5,226,000	PS&E
10-Jun-10	\$134,074,000	PS&E, CON

**Total:     \$150,000,000**

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**Current Action:**

<b>IPR Date</b>	<b>Amount Being Rescinded</b>	<b>Phase</b>
12-May-11	\$76,024,000	CON

# **AB 1171 Bridge Tolls – INITIAL PROJECT REPORT**

## **I. OVERALL PROJECT INFORMATION**

### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

Transbay Joint Powers Authority (TJPA), responsible for all phases of project

### **B. Project Purpose**

The Transbay Transit Center in San Francisco will incorporate improved regional bus service, extend Caltrain to downtown, incorporate future high-speed rail, and link all corners of the Bay Area as well as major West Coast cities to downtown San Francisco. The principal goals of the Project are to provide a multi-modal transit facility that meets future transit needs and is compliant with the Americans with Disabilities Act (ADA) and seismic regulations, to improve public access to bus and rail services, to modernize the Transbay Terminal and improve service, to reduce non-transit vehicle usage, and to alleviate blight and revitalize the Transbay Terminal area. When the new Transit Center is complete, it will serve 8 northern California counties and accommodate San Francisco, East Bay, Marin and San Mateo County buses as well as Greyhound, Caltrain, and future high-speed rail.

The scope of the project is anticipated to generate at least 125,000 transit trips per day which will be supported by a dynamic mixed-use neighborhood. The development plan intends to provide a pedestrian environment with services, restaurants, entertainment and retail for use primarily by financial district workers, commuters, and local residents. In addition to the Transit Center, a landmark Transit Tower with a mix of uses is planned.

### **C. Project Description (please provide details)**

#### **Project Graphics to be sent electronically with This Application**

The Transbay Transit Center / Downtown Caltrain Extension Project, or the "Project," consists of three major components: a new, multi-modal Transbay Transit Center on the site of the present Transbay Terminal; the extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and King Streets to a new underground terminus underneath a new Transbay Transit Center that will also serve future high-speed rail; and the establishment of a Redevelopment Area with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Terminal.

Other components of the project include a temporary bus terminal facility to be used during construction of the new Transbay Transit Center; a new, permanent off-site bus storage/layover facility; reconstructed bus ramps leading to the new Transbay Transit Center; and a redesigned Caltrain storage yard.

The Transbay Terminal, which was opened in 1939, did not meet current seismic safety, Americans with Disabilities Act, or building code or space utilization standards. In 1999, San Francisco voters resolved that Caltrain should be extended to the Transbay Terminal site and that the new station accommodate future high-speed rail. The need to modernize the Transbay Terminal and public desire to extend Caltrain to downtown San Francisco and accommodate future high-speed rail provide an opportunity to enhance regional transit connectivity, increase transit ridership, and revitalize the surrounding area.

The Project provides the following public benefits: improved access to rail and bus services; improved Caltrain service by providing direct access to downtown San Francisco; enhanced connectivity between Caltrain and other major transit providers; modernization of the Transbay Transit Center that meets future transit needs, including high-speed rail; reduced non-transit vehicle use; accommodation of projected growth in travel demand in the San Jose - San Francisco corridor; reduced traffic congestion on US

## **AB 1171 Bridge Tolls – INITIAL PROJECT REPORT**

Highway 101 and I-280 between San Jose and San Francisco and other routes; reduced vehicle hours of delay on major freeways in the Peninsula corridor; improved regional air quality by reduced auto emissions; direct access to downtown San Francisco for future intercity and/or high-speed rail service; alleviation of blight and revitalization of the Transbay Terminal Area; construction of up to 2,600 new housing units (full build), thirty-five percent of which would be affordable; facilitation of transit use by developing housing next to a major transit hub; enhanced access to employment, retail, and entertainment opportunities; and support of local economic development goals.

The Project is included in MTC's Resolution 3434 (the Regional Transit Expansion Program), the RTP, MTC's 2000 Blueprint, the San Francisco Countywide Transportation Plan, the San Francisco Countywide Congestion Management Plan, the New Transportation Expenditure Plan for San Francisco, the Expenditure Plan for Regional Measure 2, the Transbay Redevelopment Project Area Design for Development, and ABAG's designated list of FOCUS Priority Development Areas (PDAs). All of these plans included extensive public outreach regarding the inclusion of and prioritization of projects.

Based upon the TJPA Board's adopted implementation plan, the Project is divided into two phases: the design and construction of the Transit Center Building and Train Box as Phase 1; and the design and construction of the Caltrain Downtown Extension (DTX) which includes the design for future high-speed rail service as Phase 2. Phase 1 (Transbay Transit Center Building and Train Box) is fully funded with committed revenues, and is under construction. Phase 2 (DTX) final design and construction will commence when the required revenues and financing have been secured.

### **D. Impediments to Project Completion**

A funding need for Phase 2 (DTX) of approximately \$2.0 billion in Year of Expenditure dollars exists. This is based upon a Baseline Budget for Phase 2 which was approved by the TJPA Board in March 2008, and the inclusion of the train box in Phase 1. TJPA will continue working with its funding partners and member agencies to secure full funding for the project.

### **E. Operability**

The Project would result in two separate operations and maintenance components: the Transbay Transit Center Building and the Caltrain Downtown Extension. Both are independently self-sufficient.

*Phase 1: Transbay Transit Center Building and Train Box:* The new Transbay Transit Center Building design includes features to reduce maintenance requirements and operating costs, including an open design to optimize natural ventilation by prevailing winds and maximize natural light, and a system to collect rainwater for maintenance and irrigation. In addition, the building plans include significant leasable space in a prime real estate market. A preliminary analysis of the operating costs and revenues from the Transbay Transit Center Building has been completed. The analysis is the primary reference document for the operations and maintenance portion of the Lease and Use Agreement with AC Transit. The train box will be designed and constructed to allow for Caltrain and High Speed Rail operations.

*Phase 2: Caltrain Downtown Extension:* As noted in the Final EIS/EIR, moving the Caltrain San Francisco terminal 1.3 miles from Fourth and King to the Transbay Terminal would have a modest effect on the total annual operating costs of Caltrain service. However, the extension would generate new ridership for Caltrain.

The downtown extension would increase annual Caltrain ridership by 13,500 riders in year 2020, as discussed in the Final EIS/EIR. By applying the then current average Caltrain fare of \$2.76, the extension was projected to generate more than \$9 million (in 2003 dollars) in new fare revenue each year. The

## **AB 1171 Bridge Tolls – INITIAL PROJECT REPORT**

annual operating costs for the 1.3-mile extension was approximately \$7.5 million in 2003 dollars, based on Caltrain's hourly operating cost, as estimated at that time. The uses of the excess revenues generated by the extension are to be determined by Caltrain.

### **II. PROJECT PHASE DESCRIPTION and STATUS**

#### **A. Environmental –**

Does NEPA Apply:  Yes  No

The San Francisco Planning Department, the Peninsula Corridor Joint Powers Board, and the San Francisco Redevelopment Agency certified the Transbay Terminal / Caltrain Downtown Extension / Redevelopment Project EIS/EIR under CEQA on April 22, 2004. The San Francisco Board of Supervisors unanimously upheld certification on June 16, 2004. FTA issued a Record of Decision (ROD) to complete the NEPA process on February 8, 2005. The Transbay Joint Powers Authority is the Public Agency Project Sponsor and Responsible Agency under the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. In a ROD issued in August 2010, the Federal Railroad Administration (FRA) has adopted the portions of the 2004 EIS that cover Phase 1 of the Transbay Program to satisfy FRA's obligations under NEPA to support its decision to provide Federal grant funds for the TTC train box. As part of the EIS adoption process, FRA prepared the Environmental Reevaluation of the Phase 1 portions of the 2004 EIS to consider recent modifications to the train box design and to update environmental information contained in the 2004 EIS.

#### **B. Design –**

Final Design of early packages for the Transbay Transit Center, such as the Buttress, Shoring and Excavation is complete. Final Design for the remainder of the Transit Center is ongoing.

The TJPA has contracted with a Program Management / Program Controls team to provide assistance with the design and oversight of the Program. This work is ongoing. In addition, TJPA has hired a Construction Manager/General Contractor (CM/GC) to assist with preconstruction services and to manage the construction of the Transbay Transit Center.

Based on cost information updated from the environmental review process, the TJPA Board of Directors adopted an implementation strategy for the Refined LPA in June 2006, which includes two phases for the program: the Transit Center building and rail foundation as Phase 1, and the Downtown Extension as Phase 2. In May 2010, the Board approved the acceleration of the construction of the train box in Phase 1, based on the availability of American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funding.

Preliminary Engineering work for Phase 2 (DTX) is underway. The baseline budget for Phase 2 was adopted in March 2008.

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In September 2007, the TJPA Board selected Pelli Clarke Pelli Architects to design the new landmark Transbay Transit Center and Transit Tower and Hines to develop the Transit Tower. The Board's unanimous vote culminated an eight-month international Design and Development Competition that was launched to select an outstanding, functional and economically viable design for a transportation centerpiece that will become the Grand Central of the West. The TJPA has entered into exclusive negotiations with Hines for development of the office tower. In May 2008, the TJPA Board approved an agreement with Pelli Clarke Pelli Architects for professional design and construction administration services for the Transit Center Building and Related Structures. Design development has been completed. Development of Construction Documents for early packages is complete, and Construction Documents for the remainder of the packages is underway.

### **C. Right-of-Way Activities / Acquisition –**

All private properties required for the temporary terminal were acquired by June 2008. Associated Caltrans parcels were transferred November 1, 2008. All occupants were moved out by commencement of construction of the temporary terminal. As of March 2010, the TJPA has acquired nearly all right of way needed for demolition of the existing Transbay Terminal and ramps. A total of 14 private properties necessary for Phase 1 have been acquired from willing sellers. The City and County of San Francisco began Eminent Domain proceedings for four remaining sites (11 property interests total) needed for construction of the train box and ramp. The final Phase 1 Right of Way acquisitions are scheduled for completion in 2011.

In May 2003, the California Department of Transportation proposed to transfer approximately 20 acres of property, including the existing Transbay Terminal building, to the City & County of San Francisco and to the TJPA. The San Francisco Board of Supervisors, Mayor of San Francisco and the TJPA Board executed the Cooperative Agreement setting forth the terms for the transfer. In December 2007, the California Transportation Commission approved the transfer of the State land parcels to the TJPA, City of San Francisco, and San Francisco Redevelopment Agency. Nineteen parcels have been transferred as of March 2011.

### **D. Construction / Vehicle Acquisition -**

Construction of the Temporary Terminal began in November 2008 and was completed in December 2010. Construction of the Transit Center Building and Train Box began in August 2010. Construction of Phase 2 (DTX) will commence when full funding for Phase 2 has been identified.

The TJPA currently anticipates that the Program will be divided and packaged as follows:

- The terminal building, train box, and associated bus viaducts are being designed by the Architectural/Engineering consultant Pelli Clarke Pelli Architects. The construction is being bid out in a series of competitive packages administered under the CM/GC contract.
- The rail tunnel and cut-and-cover section between the proposed Fourth Street Station and the Transbay Transit Center will be carried through the preliminary engineering phase by a separate Engineering Consultant, Parsons, who will produce a set(s) of contract documents covering the remainder of the design work of the tunnel and cut-and-cover section as well as its construction, testing and startup.
- The proposed Fourth Street Station as well as the cut-and-cover and surface sections leading southwesterly from the Fourth Street Station to a proposed connection with existing trackage in the vicinity of 16<sup>th</sup> Street and major modifications to the existing surface station at Fourth and Townsend will be entirely designed by the Engineering Consultant, Parsons, and constructed under one or more competitively bid construction contracts.

**AB 1171 Bridge Tolls – INITIAL PROJECT REPORT**

On March 12, 2009, the TJPA Board selected the joint venture of Webcor Builders/Obayashi Corporation to serve as the Construction Manager/General Contractor (CM/GC) for construction of the Transbay Transit Center Building and Related Structures. The CM/GC is involved in pre-construction activities, including review of design documents, pricing, procurement, constructability, and scheduling. During the construction phase, the CM/GC is responsible for construction of the Transbay Transit Center, and is coordinating and managing all construction work through subcontractors.

**III. PROJECT BUDGET**

**A. Project Budget Phase 1 (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$119,239
Design - Plans, Specifications and Estimates (PS&E)	\$123,824
Right-of-Way Activities /Acquisition (R/W)	\$79,944
Construction / Rolling Stock Acquisition (CON)	\$1,265,993
<b>Total Project Budget (in thousands)</b>	<b>\$1,589,000</b>

**B. Project Budget Both Phases (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands, FY2006 \$s)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$189,707
Design - Plans, Specifications and Estimates (PS&E)	\$196,442
Right-of-Way Activities /Acquisition (R/W)	\$241,770
Construction / Rolling Stock Acquisition (CON)	\$2,802,612
<b>Total Project Budget (in thousands)</b>	<b>\$3,430,531</b>

**IV. OVERALL PROJECT SCHEDULE**

<b>Phase 1</b>	<b>Planned (Update as needed)</b>	
	<b>Start Date</b>	<b>Completion Date</b>
<b>Phase-Milestone</b>		
Environmental Document	August 2000	February 2005
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	August 2000	December 2009
Final Design - Plans, Specs. & Estimates (PS&E)	November 2007	December 2011
Right-of-Way Activities /Acquisition (R/W)	November 2005	June 2011
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	November 2008	August 2017

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Phase 2 Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	August 2000	February 2005
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	August 2000	June 2010
Final Design - Plans, Specs. & Estimates (PS&E)	July 2010	August 2012
Right-of-Way Activities /Acquisition (R/W)	November 2005	December 2012
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	July 2011	February 2019

### V. ALLOCATION REQUEST INFORMATION

#### **A. Detailed Description of Allocation Request**

Final Design and Construction activities will be underway concurrently: while demolition, shoring wall, buttress and excavation, and utility relocation construction work is progressing, the architecture and engineering teams will be completing final design of the Transit Center building, train box, bus ramps, and bus storage facility. Proceeding with these activities concurrently will result in the Transit Center opening for public use sooner.

In June 2010, MTC allocated \$134 million to the TJPA for the design and construction of the Transbay Transit Center. The original allocation included a provision to rescind a portion of the allocation after the Federal Railroad Administration (FRA) American Recovery and Reinvestment Act (ARRA) grant was secured. This IPR describes the costs that will continue to be funded after the MTC rescission, and the amount available for rescission. TJPA plans to request a re-allocation of these funds in the next 18 months to two years.

#### **Planned Uses**

The scope of AB 1171 allocation #10391408 covers design and construction of the Transbay Transit Center building, including:

- Construction Management Oversight
- Demolition of the Transbay Terminal and ramps
- Transit Center Final Design
- City Agency Inspection
- Transit Center Permits and Fees
- Program Management / Program Controls (PMPC)
- Utility Relocation
- Buttress, Shoring Wall and Excavation (BSE) construction
- Construction Management / General Contractor (CMGC) services

The AB 1171 grant was originally developed while negotiations with FRA were underway regarding the \$400 million ARRA grant for the train box. These negotiations resulted in the refinement of project costs included by FRA in the train box budget and the identification of costs that FRA will not fund: demolition of the Transbay Terminal, and portions of the Construction Management Oversight, CMGC, PMPC, and Transit Center design costs. The Transit Center design costs include the Final Design of the glazing system for the

**AB 1171 Bridge Tolls – INITIAL PROJECT REPORT**

Transit Center building, which will be procured under a design-build subcontract to the CM/GC. These costs are eligible under the existing AB 1171 grant; TJPA plans to continue using the AB 1171 grant to fund these expenses.

In addition to negotiations on the scope of the ARRA grant, TJPA and FRA staff have discussed the reimbursement provisions of the ARRA grant. FRA recently agreed to reimburse TJPA based on approved vendor invoices. Accordingly, TJPA will not need to seek a new source of working capital. TJPA and MTC staff had discussed the possibility that AB 1171 funds may have been required in order to maintain the project schedule and pay vendors until the working capital loan was secured. The agreement with FRA has resolved this issue.

Since the AB 1171 grant was allocated, TJPA has finalized a second grant with FRA under FRA’s Rail Relocation program. This grant will partially fund utility relocation work. \$1.2 million in AB 1171 funds is required to match FRA’s \$2.65 million in Rail Relocation funds.

The following table summarizes the costs TJPA plans to fund with the AB 1171 grant from FY11 through FY14. These budget amounts include the expenditures to date, as well as future costs. As of March 31, 2011, approximately \$12.6 million of the grant has been expended.

**Planned Uses for AB 1171 Allocation #10391408**

(\$1,000s, YOY)

<b>Activity</b>	<b>Non-FRA Cost FY11 to FY14</b>	<b>Other Funding</b>	<b>AB 1171 Allocation #408 Funding</b>
Demolition	\$ 16,200	\$ 7,000	\$ 9,200
Utility Relocation Local Match	\$ 1,200	\$ -	\$ 1,200
Pelli Clarke Pelli Transit Center Design	\$ 23,000	\$ 6,300	\$ 16,700
Transit Center Permits & Fees	\$ 3,000	\$ -	\$ 3,000
Other Transit Center Final Design	\$ 3,400	\$ 1,700	\$ 1,700
CM/GC Pre-Construction	\$ 6,200	\$ 2,500	\$ 3,700
PMPC	\$ 15,800	\$ 2,800	\$ 13,000
Construction Management Oversight	\$ 7,300	\$ 750	\$ 6,550
Glazing System Design	\$ 3,000	\$ -	\$ 3,000
<b>Subtotal FY11 - FY14</b>	<b>\$ 79,100</b>	<b>\$ 21,050</b>	<b>\$ 58,050</b>

**Original AB1171 Allocation #408 \$ 134,074**

***Available for Rescission \$ 76,024***

TJPA estimates that \$76,024,000 is available for rescission by MTC at its May 2011 meeting. Based on the current Transbay Transit Center cash flow, TJPA will likely return to MTC for a re-allocation of these funds in the next 18 months to two years.

**AB 1171 Bridge Tolls – INITIAL PROJECT REPORT**

Amount being requested (in escalated dollars)	(\$76,024,000)
Project Phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of the IPR Resolution	May 12, 2011
Month/year being requested for MTC Commission approval of rescission	May 2011

**B. Status of Previous Allocations (if any)**

**Allocation #10391403: \$10,700,000 PS&E**

Final Design work funded with this allocation is underway.

**Allocation #10391404: \$5,226,000 for PMPC (PS&E)**

Program Management/Program Controls funded by this allocation is underway.

**Allocation #10391408: \$134,074,000 (PS&E, CON)**

Design and construction work funded by this allocation is underway. MTC will rescind \$76,024,000 of this allocation in May 2011.

**C. Workplan**

**Workplan in Alternate Format Enclosed**

**D. Impediments to Allocation Implementation**

No impediments have been identified.

**VI. AB 1171 BRIDGE TOLLS FUNDING INFORMATION**

**A. AB 1171 Bridge Tolls Funding Expenditures for funds being allocated**

**The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

**Next Anticipated AB 1171 Bridge Tolls Funding Allocation Request**

- Re-allocate balance of \$76,024,000 in FY13 for construction.

**VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

**Governing Board Resolution attached**

**Governing Board Resolution to be provided on or before: May 25, 2010**

## **AB 1171 Bridge Tolls – INITIAL PROJECT REPORT**

### **VIII. CONTACT / PREPARATION INFORMATION**

#### **Contact for Applicant's Agency**

Name: Maria Ayerdi-Kaplan  
Phone: (415) 597-4620  
Title: Executive Director  
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#### **Information on Person Preparing IPR**

Name: Nancy Whelan  
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#### **Applicant Agency's Accounting Contact**

Name: Sara Gigliotti  
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Revised IPR 120905.doc



**AB 1171 Initial Project Report**

**DEFINED SEGMENT FUNDING PLAN**

DRAFT

(Amounts Escalated in Thousands)

Project Title: Transbay Transit Center / Caltrain Downtown Extension Program														Project ID: 22	
Agency: Transbay Joint Powers Authority														Plan Date: 05/05/11	
<b>RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project</b>															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
FTA Section 1601	ENV / PA&ED	681	4,366	2,495	1,253										8,795
RM-1	ENV / PA&ED	994	166		240		5200								6,600
Other Local	ENV / PA&ED	799													799
Lease Proceeds, TDR	ENV / PA&ED				46	307	704	450							1,507
RM-2	ENV / PA&ED		6,522	1,990	7,465	26,354									42,331
SF Prop K	ENV / PA&ED		2,046		14,829	14,194	12,810								43,879
San Mateo Sales Tax	ENV / PA&ED			125	4,372										4,497
SAFETEA-LU Grants	ENV / PA&ED				2,245	3,307	5,279								10,831
RTIP	ENV / PA&ED														
SF Prop K	PS&E							18,200							18,200
Lease Proceeds, TDR	PS&E								310	333					643
RM-2	PS&E					12,719	5,000								17,719
AB 1171	PS&E							15,926	22,074						38,000
SAFETEA-LU Grants	PS&E							2,500							2,500
RTIP	PS&E					4,000			2,762						6,762
ARRA-HSIPR	PS&E								40,000						40,000
RM-1	ROW														
RM-2	ROW		16,125	12,875		23,745									52,745
SF Prop K	ROW					23,771									23,771
RTIP	ROW					3,391									3,391
Lease Proceeds, TDR	ROW			37											37
RM-1	CON										47,800				47,800
RM-2	CON						28,150	2,072							30,222
AB 1171	CON								35,976			76,024			112,000
AC Transit Capital Cont.	CON										12,185	15,600	8,985	2,377	39,147
RTIP	CON											18,200			18,200
Land Sales	CON										52,586	175,950	164,593	35,241	428,370
SF Prop K	CON						12,300								12,300
Lease Proceeds, TDR	CON												4,040		4,040
SAFETEA-LU Grant	CON										40,264				40,264
ARRA-HSIPR	CON							360,000							360,000
FRA Rail Relo	CON								2,650						2,650
TIFIA Loan Proceeds	CON													171,000	171,000
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
<b>RM-2 SEGMENT FUNDING TOTAL</b>															
		2,474	29,225	17,522	30,450	111,788	69,443	39,148	463,772	333	228,859	209,750	173,578	212,658	1,589,000

**Comments:**

Costs based on Draft Detailed Financial Plan Baseline Budget Phase 1, May 2010.  
Financial Plan based on commitment schedule.

**(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)**

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**AB 1171 Initial Project Report**

**EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES**

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	RM-2	Feb-11	46,580	2,734
	SF Prop K Sales Tax	Feb-11	42,786	21,122
	San Mateo Meas. A Sales Tax	Feb-08	7,277	3
	Federal Earmarks	Feb-11	27,414	2,633
	RM-1 (Local Match)	Oct-06	1,400	0
	Lease Income, Other	Mar-11	2,031	4,107
	In Kind Contribution	FY 2005	799	0
PS&E	RM-2	Feb-11	10,533	4,686
	Federal Earmarks	Mar-11	744	31,600
	SF Prop K Sales Tax	Mar-11	9,571	8,629
	STIP	Jun-10	4,000	2,762
	AB 1171	Feb-11	20,139	17,861
	RM-1	Apr-10	5,173	27
	FRA ARRA	Feb-11	28,822	11,178
R/W	RM-2	Jan-11	52,745	0
	SF Prop K Sales Tax	Feb-11	44,284	8,381
	STIP	Jan-08	3,391	0
	Lease Income, Other	Feb-08	38	0
	San Mateo Meas. A Sales Tax	Feb-11	15,216	826
CON / Operating	RM-2	Feb-11	30,064	2,658
	SF Prop K Sales Tax	Feb-11	7,179	5,121
	AB 1171	Feb-11	4,865	31,911
	FRA ARRA	Feb-11	9,138	350,862
	FRA Rail Relocation	Feb-11	1,080	1,570
Total to date (in thousands)			375,268	508,672

Comments:

Source: Data is from Prism, as of April 5, 2011. Available balance of actual allocations to date. Lease Income, Other funds shown in Available Balance Remaining held in reserve funds based on TJPA Board policy.

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 22  
Date: 5/5/2011



## Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT  Transbay Transit Center / Caltrain Downtown Extension Program	RM2 Legislation ID (and project subelements if any)  <span style="float: right;">22</span>
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NAME AND ADDRESS OF IMPLEMENTING AGENCY Transbay Joint Powers Authority 201 Mission Street, Suite 1960 San Francisco, CA 94105
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DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
<b>1. DIRECT LABOR of Implementing Agency (Specify by task)</b>			
			0
			0
			0
			0
			0
<b>TOTAL DIRECT LABOR</b>			<b>0</b>
<b>2. DIRECT BENEFITS (Specify)</b>			
	Benefit Rate	X BASE	
		0	
<b>TOTAL BENEFIT</b>			<b>0</b>
<b>3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per Unit (\$)	
			-
<b>TOTAL DIRECT CAPITAL COSTS</b>			<b>0</b>
<b>4. CONSULTANTS (Identify purpose and or consultant)</b>			
Final Design			22,050
Construction			36,000
<b>TOTAL CONSULTANTS</b>			<b>58,050</b>
<b>5. OTHER DIRECT COSTS (Specify - explain costs, if any)</b>			
<b>TOTAL OTHER DIRECT COSTS</b>			
<b>6. TOTAL ESTIMATED COST</b>			<b>58,050</b>

Comments:

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Date: 5/5/2011