

**THIS STAFF REPORT COVERS CALENDAR ITEM NO.: 8  
FOR THE MEETING OF: February 11, 2010**

**TRANSBAY JOINT POWERS AUTHORITY**

**BRIEF DESCRIPTION:**

Approve the updated Initial Project Report dated February 11, 2010, and a Resolution of Project Compliance for the allocation of Regional Measure 1/AB 1171 Bridge Toll Funds in the Amount of \$10,700,000.

**SUMMARY:**

In November 1988, Bay Area voters approved Regional Measure 1 (RM-1), which authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion in the bridge corridors. Resolution 3434 includes \$53 million in RM-1 funds for the Transbay project.

AB 1171 was adopted by California legislature to fund the cost of seismic retrofit of Bay Area toll bridges. MTC's Resolution 3434 includes \$150 million in AB 1171 funds for Transbay. 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 RM-1 program.

To date, MTC has allocated \$6,600,000 in RM-1 funds to the project, with another \$5,226,000 pending. No AB 1171 funds have yet been allocated.

TJPA staff and consultants have discussed the need for bridge toll funding with MTC staff regularly over the last several months. Through an iterative process of reviewing anticipated expenditures for upcoming project funding needs with the availability of various funding sources, the attached funding request (Initial Project Report or "IPR") has been developed. Allocation and disbursement is contingent upon the TJPA Board approving the Initial Project Report and the corresponding resolution of project compliance.

Funding in the identified amounts would enable the TJPA to pay for additional Final Design services. The current request would fund the Final Design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center (Project). The scope includes Final Design work by the Architect, retail consulting services, design and coordination for the required art program, coordination with various public agencies, permits and fees, and pre-construction public outreach. During the course of the work, adjustments may be made to individual line-items within the scope.

This scope of this funding request covers several years of Final Design activity, including work by the Architect and Engineering team and City and other agencies during the construction period. The TJPA plans to utilize multiple funding sources to complete this work. However, because the TJPA has federal American Recovery and Reinvestment Act (ARRA) funds pending, the final funding plan is subject to change. Depending upon the timing of the allocation of the ARRA funds reserved for the Transbay Transit Center Program, those funds may be used

in the near term, and other planned funding may be used later. Flexibility in the funding plan will enable the TJPA to maintain the project delivery schedule, avoid delays, take advantage of new funding sources as they arise, and minimize financing costs. The T JPA will continue to work closely with its funding partners to optimize the sources and timing of funds for this scope of work. Final Design work is being supported by other funding sources as well.

The attached IPR comprises the T JPA's allocation request for RM-1/AB 1171 funds in the amount of \$10,700,000, and provides additional details regarding the scope of the request.

### **Initial Project Report**

MTC's policies and procedures require that the IPR and corresponding Resolution of Project Compliance adopted by the T JPA match the allocation action taken by MTC. The IPR for the current request is based upon the most up to date cost and funding information, and reflects recent T JPA activities, including the agreed-upon funding request.

### **Implementing Agency Resolution of Project Compliance**

The required Resolution of Project Compliance indicates the T JPA's agreement to comply with the MTC's policy guidance, that the T JPA is an eligible project sponsor and is authorized to submit an application for funds, that the Transbay project is consistent with the Regional Transportation Plan, and provides various additional certifications and assurances. The resolution indicates that the T JPA approves the IPR which must be attached to the resolution when submitted to MTC. T JPA counsel has reviewed the resolution and has approved it as to form, including the indemnification clause.

### **Commitment of Complementary Funds**

MTC requires evidence of the commitment of complementary funds for the phase for which an allocation of bridge toll funds is sought. San Francisco County Proposition K funds have already been allocated to support Final Design services.

### **ENCLOSURES:**

1. RM-1/AB 1171 Implementing Agency Resolution of Project Compliance
2. RM-1/AB 1171 Initial Project Report (IPR), February 11, 2010

### **RECOMMENDATION:**

Approve the updated Initial Project Report dated February 11, 2010, and a Resolution of Project Compliance for the allocation of Regional Measure 1/AB 1171 bridge toll Funds in the amount of \$10,700,000.

**TRANSBAY JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS**

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

WHEREAS, Regional Measure 1 (RM1) and AB 1171 bridge toll (bridge toll) funds have been committed to the Transbay Joint Powers Authority project in the Metropolitan Transportation Commission's (MTC) Resolution 3434; and

WHEREAS, Bridge toll allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, The bridge toll allocation request attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project purpose, schedule, budget, expenditure and cash flow plan for which TJPA is requesting that MTC allocate bridge toll funds; and

WHEREAS, Bridge toll funds are needed for the Final Design Phase of the Transbay Transit Center project; now, therefore, be it

RESOLVED, That the TJPA and its agents shall comply with the provisions of MTC's RM2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, That the TJPA certifies that the Project is consistent with MTC's Regional Transportation Plan (RTP); and be it further

RESOLVED, That the TJPA approves the Initial Project Report, as set forth in Attachment A; and be it further

RESOLVED, That the TJPA approves the cash flow plan as set forth in Attachment A; and be it further

RESOLVED, That the TJPA has reviewed the Project needs and has adequate staffing resources to deliver and complete the Project within the schedule set forth in Attachment A; and be it further

RESOLVED, That the TJPA agrees to complete the project as described in the IPR; and be it further

RESOLVED, That the TJPA certifies that the Project and purpose for which bridge toll funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et. seq.*), and with the State Environmental Impact Review Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.* and the applicable regulations thereunder; and be it further

RESOLVED, That there is no pending or threatened litigation which might in any way adversely affect the Project, or the ability of the TJPA to deliver such Project; and be it further

RESOLVED, That the TJPA shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the TJPA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of bridge toll funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of bridge toll funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, That if the TJPA receives any revenues or profits from any non-governmental use of property (or project), then those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, That assets purchased with bridge toll funds including facilities and equipment shall be used to support the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the fair market value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that bridge toll funds were originally used; and be it further

RESOLVED, That the TJPA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with RM1/AB 1171 bridge toll revenues; and be it further

RESOLVED, That the TJPA authorizes its Executive Director, or her designee, to execute and submit an allocation request for Final Design services with MTC for RM1/AB 1171 funds in the amount of \$10,700,000, for the project, purposes and amounts included in the project application as identified in Attachment A; 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 allocation request referenced herein.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of February 11, 2010.

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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>

**Total:**

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**Current Allocation Request:**

<b>IPR Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
February 11, 2010	\$10,700,000	PS&E

## **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 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; 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 present Transbay Terminal, which was opened in 1939, does 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. The need to modernize the Transbay Terminal and public desire to extend Caltrain to downtown San Francisco 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; reduced non-transit vehicle use; accommodation of projected growth in travel demand in the San Jose - San Francisco corridor; reduced traffic congestion on US Highway 101 and I-280 between San Jose and San Francisco and other routes; reduced vehicle hours of delay on major freeways in the

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

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, 35% 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 Rail Foundations as Phase 1; and the design and construction of the Caltrain Downtown Extension (DTX) as Phase 2. Phase 1 (Transbay Transit Center Building and Rail Foundations) is fully funded with committed revenues, and has completed major milestones. Phase 2 (DTX) final design and construction will commence when the required revenues have been secured.

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

Coordination with the Caltrans West Approach (I-80) Retrofit project has been ongoing since 2004 and has been previously identified as a potential impediment to project completion. Caltrans achieved substantial completion on the project in October 2009, thereby significantly reducing any impediment to completion of the Transbay project. Right of way activities have been coordinated with the construction schedule to ensure timely availability of right of way. Property transfers have been and are expected to continue on schedule.

A funding need for Phase 2 (DTX) of approximately \$2.3 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. 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.

*Phase 1: Transbay Transit Center Building and Rail Foundations:* 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 leaseable 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 building foundation systems 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

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

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 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 use of the excess revenues generated by the extension is to be determined by Caltrain.

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

#### **F. 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 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.

#### **G. Design –**

The design of the Program is currently in the Preliminary Engineering phase. However, the design of the Early Works components of the Program including the Bus Storage facility and Utility Relocation are in Final Design. Final Design for the Temporary Terminal is complete and construction of Phase 1 of the Temporary Terminal is nearly complete, with the contractor performing punchlist activities.

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, the TJAP has hired a Construction Manager / General Contractor (CMGC) 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.

Preliminary Engineering work for Phase 2 (DTX) is underway. The baseline budget was adopted in March 2008. A Notice to Proceed for the second part of preliminary engineering for Phase 2 was issued in June 2008.

On September 20, 2007, the TJPA Board selected Pelli Clarke Pelli Architects and Hines to design and develop the new landmark Transbay Transit Center and 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. On May 15, 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 is scheduled for completion in February



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

2010. Final Design for the early construction elements of the Transbay Transit Center building started in late 2009.

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

All private properties required for the temporary terminal were acquired as of June 4, 2008, and all occupants of those properties were moved out by October 31, 2008. Associated Caltrans were transferred November 1, 2008. Other Phase 1 Right of Way acquisitions are scheduled for completion in 2010.

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.

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

A NTP for Construction of Temporary Terminal was issued in November 2008. Construction of the Transit Center Building and Rail Foundations is anticipated to commence in Spring 2010. Construction of Phase 2 (DTX) will commence when full funding for Phase 2 has been identified.

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

- The terminal building and associated bus viaducts will be designed by the Architectural/Engineering consultant Pelli Clarke Pelli Architects. The construction will be bid out in a series of competitive packages administered under the Construction Manager/General Contractor contract, the joint venture between Webcor and Obayashi.
- The two bus facilities (temporary and permanent) will be designed by separate engineering groups and constructed under separate competitively bid construction contracts.
- The rail tunnel and cut-and-cover section between the proposed Fourth Street Station and the Transbay Terminal 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.

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

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

**III. PROJECT BUDGET**

**J. 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)	\$128,548
Design - Plans, Specifications and Estimates (PS&E)	\$91,302
Right-of-Way Activities /Acquisition (R/W)	\$79,944
Construction / Rolling Stock Acquisition (CON)	\$889,106
<b>Total Project Budget (in thousands)</b>	<b>\$1,189,000</b>

**K. 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	February 2010
Final Design - Plans, Specs. & Estimates (PS&E)	November 2007	July 2012
Right-of-Way Activities /Acquisition (R/W)	November 2005	March 2010
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	November 2008	March 2014

<b>Phase 2</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	June 2010
Final Design - Plans, Specs. & Estimates (PS&E)	July 2010	August 2012
Right-of-Way Activities /Acquisition (R/W)	November 2005	December 2010

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

Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	July 2011	August 2020
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**V. ALLOCATION REQUEST INFORMATION**

**L. Detailed Description of Allocation Request**

The current request would fund the Final Design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center (Project). The scope includes Final Design work by the Architect, retail consulting services, design and coordination for the required art program, coordination with various public agencies, permits and fees, and pre-construction public outreach. During the course of the work, adjustments may be made to individual line-items within the scope. Below is a table that shows the costs by different scope areas.

<b>Phase Element</b>	<b>Projected Cost</b>
Construction documents/Final Design	\$70,675,000
Retail Programming and Consultant	\$450,000
Art Program Coordination	\$1,375,000
Interagency Agreements	\$3,280,500
Permits and Fees	\$12,850,000
Public Outreach	\$2,100,000
<b>TOTAL</b>	<b>\$90,730,000</b>

This scope of this funding request covers several years of Final Design activity, including work by the Architect and Engineering team and City and other agencies during the construction period. The TJPA plans to utilize multiple funding sources to complete this work. However, while the project has been chosen to receive federal American Recovery and Reinvestment Act (ARRA) funds, the timing is still uncertain, which means the final funding plan is subject to change. For example, the TJPA will need to use awarded ARRA funds in the near term, and other planned funding may be used later. Flexibility in the funding plan will enable the TJPA to maintain the project delivery schedule, avoid delays, take advantage of new funding sources as they arise, and minimize financing costs. The TJPA will continue to work closely with its funding partners to optimize the sources and timing of funds for this scope of work. Below is a table detailing the funding already received, and anticipated future funding.

	<b>Amount</b>	<b>FY of Allocation</b>
<b>Allocated to Date:</b>		
RM-2	\$983,200	FY2010 and prior
RTIP	\$450,000	FY2010 and prior
SFCTA Proposition K	\$18,000,000	FY2010
<b>In Process:</b>		
AB 1171	\$10,700,000	FY2010
<b>Planned:</b>		
RM1	\$19,800,000	FY2011 and FY2012
RTIP	\$2,762,000	FY2011

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AC Transit	\$15,045,000	FY2011- FY2013
AB 1171	\$15,687,400	FY2010 - FY2014
Federal Grants	\$7,302,900	FY2011

Finally, below is a table with the anticipated rate of expenditure in support of Final Design. This is of course subject to change.

<b>Projected Cash Flow: (\$'s in 1,000s)</b>						
<b>Prior</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>Total</b>
\$ 304.3	\$ 19,381.8	\$ 45,636.1	\$ 13,044.4	\$ 7,857.9	\$ 4,506.0	\$ 90,730.5

Additional details regarding this are included in the attached scope of work. Please note that the attached scope of work includes work being funded by other sources.

Amount being requested (in escalated dollars)	\$10,700,000
Project Phase being requested	FD
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 the RM2 IPR Resolution for the allocation being requested	February 11, 2010
Month/year being requested for MTC Commission approval of allocation	February 2010

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

**N. Workplan**

**Workplan in Alternate Format Enclosed**

**O. Impediments to Allocation Implementation**

No impediments have been identified.

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

**P. 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**

- A&E for Transit Center and Ramps.

**VII. GOVERNING BOARD ACTION**

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

Check the box that applies:

**Governing Board Resolution attached**

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

**VIII. CONTACT / PREPARATION INFORMATION**

**Contact for Applicant's Agency**

Name: Maria Ayerdi-Kaplan  
Phone: (415) 597-4620  
Title: Executive Director  
E-mail: MAyerdi-Kaplan@TransbayCenter.org  
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San Francisco, CA 94105

**Information on Person Preparing IPR**

Name: Nancy Whelan  
Phone: (415) 896-6945  
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**Applicant Agency's Accounting Contact**

Name: Sara Gigliotti  
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Revised IPR 120905.doc



**TRANSBAY JOINT POWERS AUTHORITY**

**Transbay Transit Center Program  
Phase 1 Final Design Scope of Services**

**December 10, 2009**

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Transbay Transit Center Program

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## **TRANSBAY TRANSIT CENTER PROGRAM**

The Transbay Transit Center Program (Program) will replace the existing Transbay Terminal in downtown San Francisco with the new multimodal Transit Center on the site of the existing terminal. The Program includes the following components: the Transit Center building, a rail tunnel and rail systems to extend Caltrain commuter service from Fourth and King Streets to the Transit Center (DTX), a new underground Fourth and Townsend Street Caltrain station, modifications to the existing Caltrain surface station at Fourth and King streets, a temporary bus terminal that will accommodate bus service during demolition of the current terminal and construction of the Transit Center, new bus ramps connecting the Transit Center to the Bay Bridge, and new permanent bus storage facilities under I-80 in San Francisco.

## **FINAL DESIGN SCOPE, BUDGET AND SCHEDULE**

The current request would fund the Final Design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center (Project). The scope includes Final Design work by the Architect, retail consulting services, design and coordination for the required art program, coordination with various public agencies, permits and fees, and pre-construction public outreach. During the course of the work, adjustments may be made to individual line-items within the scope.

The Final Design phase is preceded by the Preliminary Engineering phase, which was initiated in June 2008 and divided into three sub-phases: Concept Validation, Schematic Design, and Design Development. The first two have been completed, and Design Development is scheduled to be complete by early 2010. Virtually all major design decisions will have been made by the end of Preliminary Engineering. This means that the building size has been fixed, functional requirements established, interior layouts prepared, the structural system defined and sized, and major mechanical and electrical systems layouts developed. At the completion of each sub-phase, the Architect produces a major deliverable consisting of a set of drawings, which currently number just under 500, and a narrative report describing the work accomplished by each company that is part of the Architect and Engineering team. It also describes the design approach and assumptions being implemented. At the completion of Preliminary Engineering, the Transit Center design will be approximately 40% complete.

The development of the design through these Preliminary Engineering sub-phases includes soliciting input and requirements from many stakeholders such as those described below.

**Authorities having Jurisdiction (AHJ).** Interpretations of the governing codes are proposed in writing by the Transbay Joint Powers Authority (TJPA) and provided to the AJH, such as the Department of Building Inspection and San Francisco Fire Department; meetings are held to negotiate and establish concurrence on the relevant issues. In some instances, the issues are presented to the Board of Examiners for approval.

**Bus Transit Agencies.** Meetings are held with AC Transit, Muni, SamTrans, Golden Gate Transit, WestCAT, and Greyhound to review the design of the Transit Center with operations and planning staff from the transit agencies, discuss functionality, and develop strategies to ensure that the Program meets the needs of the agencies. Logistics of the agencies' moving to the Temporary Terminal, such as adjusted route schedules, driver assignments, and public outreach campaigns, are reviewed with increasing detail to coordinate with the two phases of construction completion of the Temporary Terminal.



**Regional Agencies.** Meetings are held with regional agencies, such as the Metropolitan Transportation Commission (MTC), to understand regional transit planning and programs and to identify areas where coordination with the Transit Center is needed. Examples are TransLink and fare collection on the bus deck and MTC's Connectivity Program to organize wayfinding graphics at stations with multiple agency use.

**San Francisco Redevelopment Agency.** Schedules and tasks related to the conveyance of Caltrans properties to the City are coordinated to support the Redevelopment Agency's residential development projects.

**Local Agencies.** Presentations are made to local agencies to initiate discussion on certain issues. For example, the Mayor's Director of Homeless Policy and staff from the San Francisco Homeless Outreach Team outlined services their programs can make available to the homeless population who will be displaced during demolition of the existing terminal and its associated bus ramps.

The Final Design phase, also described in the industry as the Construction Documents phase, is described more fully in section A1 but consists primarily of the production of detailed drawings and specifications from which construction contract packages are formed.

The scope of this funding request covers several years of Final Design activity, including work by the Architect and Engineering team and City and other agencies during the construction period. The TJPA plans to utilize multiple funding sources to complete this work. However, because the TJPA has pending applications for federal American Recovery and Reinvestment Act (ARRA) funds, the final funding plan is subject to change. For example, if the TJPA is awarded ARRA funding, those funds may be used in the near term, and other planned funding may be used later. Flexibility in the funding plan will enable the TJPA to maintain the project delivery schedule, avoid delays, take advantage of new funding sources as they arise, and minimize financing costs. The TJPA will continue to work closely with its funding partners to optimize the sources and timing of funds for this scope of work.

## **PHASE 1 FINAL DESIGN SCOPE OF SERVICES**

### **A. TRANSBAY TRANSIT CENTER BUILDING AND RAMPS**

In June 2006, the TJPA initiated the competition to select a design and development team (D/D Team) to design the Transit Center to be constructed by the TJPA, and to design and develop the Transit Tower. The competition was conducted in two stages. In Stage I – Request for Qualifications, teams of architectural, engineering, and other design and development professionals submitted qualifications packages that identified a Lead Designer for design of the Transit Center and Tower and a Development Entity for the Tower. A jury comprising recognized design, transportation, and real estate development professionals reviewed the qualifications submittals; interviewed the teams; and recommended four teams for participation in Stage II – Request for Proposals. Three of the four invited teams submitted proposals for the design of the Transit Center and design and development of the Transit Tower. The same jury of professionals reviewed and evaluated the written submittals and oral presentations by the teams and ranked the proposals for the TJPA Board. In September 2007, the TJPA Board selected Pelli Clarke Pelli Architects and Hines as the D/D Team.

In March 2008, the TJPA Board approved an agreement between the TJPA and Pelli Clarke Pelli Architects (Architect) for the design and engineering of the Transit Center. Funding in the amount of \$44,950,000 for Preliminary Engineering was approved by the Metropolitan Transportation Commission (\$21,800,000) and the San Francisco County Transportation Authority (\$23,150,000). The TJPA is now requesting funding for Final Design prior to the completion of Preliminary Engineering, scheduled for completion in February 2010. Final Design includes services for the following: (a) Construction Documents phase, (b) Construction Bid phase, (c) Construction Administration phase, (d) Warranty phase, and (e) Additional Services requested by the TJPA. The Architect's Final Design services are described in detail in sections A1 through A4.

#### **A1 Construction Documents (Final Design) Phase**

The Construction Documents phase is the preparation and review of the drawings and specifications that make up the final bid package for each trade. The Architect will provide the following Construction Documents phase services:

- A1.1 Prepare, from approved Design Development phase documents, Construction Documents setting forth in detail the requirements for construction of the Project. The Construction Documents drawings will include all plans, sections, elevations, enlarged plans, and details necessary to construct the Project, organized into appropriate sequential trade packages.
- A1.2 Prepare the 50% Construction Document submittal to incorporate value engineering comments developed on the basis of completed Design Development phase documents, as directed by the TJPA, whether such comments were issued by the Architect, the construction manager/general contractor (CM/GC), the TJPA, or outside consultants.
- A1.3 Prepare updates to the cost estimate based on the Construction Documents at 50%, 85%, and 100% levels of completion. Cooperate and coordinate with the project manager, construction manager (CM) and/or the CM/GC to reconcile any differences with the TJPA's independent estimates of construction cost based on the Construction Documents at corresponding intervals of completion of the Construction Documents.

- A1.4 Submit a new final Architect's Estimate of Construction Cost with the final 100% complete Construction Documents and Bid Documents for each trade bid package issued by the TJPA.
- A1.5 Furnish a Drawing Set of all documents to the TJPA for approval at the 50%, 95% and 100% levels of completion, and revise if required and directed by the TJPA.

## **A2 Construction Phases**

Construction Phase services will consist of the following phases of work.

### **A2.1 Construction Bid Phase**

During the Construction Bid phase, the owner will respond to bidder questions, issue any necessary clarifications or addenda to the Bid Documents, and evaluate bids. Upon solicitation of bids by the TJPA or the CM/GC, the Architect will provide the following Construction Bid services:

- A2.1.1 Participate in and assist the TJPA with pre-bid conferences.
- A2.1.2 Prepare responses to bidders' questions, interpret Construction Documents, evaluate requests for substitutions, and prepare addenda for approved substitutions and clarifications, and assist the TJPA as required in responding to bidders' questions.
- A2.1.3 Provide the TJPA with originals of all addenda to be issued.
- A2.1.4 Assist the TJPA with the review and evaluation of bids submitted and recommendation for award of the construction contract.
- A2.1.5 Perform necessary redesign services as may be required.
- A2.1.6 Upon award of a construction contract, consolidate a set of Construction Documents with all addenda and accepted or rejected alternates incorporated into appropriate specification sections or drawing sheets. From this set, provide the TJPA with a conformed "for construction" Drawing Set and Project Manual including specifications.

### **A2.2 Construction Administration Phase**

Upon award of the initial construction contract trade package, the Architect will provide administration of the contract for construction as set forth below:

- A2.2.1 Review requests for information (RFIs), submittals, mock-ups, substitutions, and change requests properly prepared by and received from the Contractor within the time specified in the Contract Documents, and make appropriate recommendations with supporting documentation and data to the TJPA.
- A2.2.2 Attend project meetings throughout the Construction Phase.
- A2.2.3 As part of Basic Services, assign at least one senior responsible member of its design team to be available full time at the site for the duration of construction until substantial completion.
- A2.2.4 Review and advise the TJPA when requested on claims.
- A2.2.5 Review the Contractor's application for payment, and recommend to the TJPA certification of the amounts due the Contractor. This function will primarily be a CM responsibility. However, the contract with the Architect does require the Architect to certify the Contractor's completed work based on the Architect's observations at the site and on the data contained in the contractor's application for payment. The Architect will also certify

that to the best of the Architect's knowledge, information, and belief the quality of work is in accordance with the contract documents.

- A2.2.6 Advise the TJPA to reject work that the Architect believes in good faith does not conform to the Contract Documents.
- A2.2.7 Review proposed procedures and results of testing and special inspection procedures that are required by the Contract Documents, and report comments to the TJPA.
- A2.2.8 Review and advise the TJPA as to the approval of substitutions proposed by the Contractor.
- A2.2.9 Review and advise the TJPA as to the appropriate action on shop drawings, laboratory reports, samples, wiring and control diagrams, schedules and lists of materials and equipment, and other descriptive data pertaining to specified materials, equipment, and storage thereof.
- A2.2.10 After compilation of the final punch list by the Contractor, in conjunction with the CM, review the final punch list, recommend changes, participate in site visits to determine and track the status of the acceptability of all punch list items, participate in the final review of the Project, and advise the TJPA as to the acceptance of work performed by the Contractor.
- A2.2.11 Assist the CM and a commissioning agent, if retained by the TJPA, in arranging for building commissioning, start-up and testing, adjusting and balancing and the coordination of operational testing and proper functioning of all installed equipment, and any building commissioning that may be required related to applications by the TJPA for LEED (Leadership in Energy and Environmental Design) certification.
- A2.2.12 Prepare record drawings showing changes in the Work made during construction based on marked-up prints, drawings, and other data furnished by the Contractor to the Architect. The contract requires the Architect to prepare record drawings showing changes in the Work made during construction based on marked-up prints, drawings, and other data furnished by the contractor to the Architect. It further requires the Architect to evaluate the accuracy or completeness of information that will be furnished to the Architect by other parties and that is required to be incorporated into the record drawings. The Architect shall also be responsible for any inaccuracies, errors, omissions, ambiguities, or conflicts that may be introduced into the record drawings to the extent due to the fault of the Architect.

### **A2.3 Warranty Phase**

The Warranty phase follows Final Completion of the project and final acceptance by the owner. The Architect will assist the TJPA's maintenance and operation personnel in conducting warranty inspections during the Warranty phase.

### **A3 Special Design Studies and Services**

The Architect is being requested to undertake a series of special design studies and services not envisioned at the time of the design competition.

#### **A3.1 Incorporate Risk & Vulnerability Assessment Done by Others into Construction Documents**

In response to and in accordance with security risk assessment exercises performed by the TJPA's security consultants, and together with other security consideration inputs from various agencies, the Transit Center design will be upgraded to withstand identified, potential security risks. The Architect will implement design solutions to mitigate the impact of those security risks that are above and beyond the original scope and conventional transit facility provisions.

### **A3.2 Additional Design Analysis in Response to SFMTA Traffic Study and Recently Completed Draft Transit Center District Plan**

In response to a San Francisco Municipal Transportation Agency (SFMTA) traffic study and the recently completed Transit Center District Plan (draft), an update to the area traffic analysis is needed to validate both the adequacy of the traffic circulation condition around the Transit Center and that the at-grade Bus Plaza can function as planned in accordance with the revised parameters. The Architect will perform a design analysis based on the updated data, including performing computer traffic simulation runs, as needed, to ensure the designs are acceptable.

### **A3.3 Additional Structural and Geotechnical Design Services based on Changed Site Conditions, Structural and Seismic Review Committee Recommendations and City Agency Peer Review Comments**

With the additional geotechnical investigations and the Prototype Buttress and Shoring Test program, as well as the recommendations from the Structural and Seismic Review Committee, as mandated by the City Department of Building Inspection, the Architect will perform extensive additional structural and geotechnical studies, including a numerical analysis. These added studies and analyses will provide benefits to the Project by ensuring that the design and construction can fulfill stringent seismic and other critical structural requirements envisaged by the objectives of the Program.

### **A3.4 Design Growth Based on San Francisco Planning Department Studies**

In response to the draft Transit Center District Plan and additional inputs from the Redevelopment Agency, the Architect will perform additional studies to evaluate how the Transit Center can best fit into the evolving urban context, including the potential addition of an access to the Transit Center from Second and Howard streets. These additional design and planning studies will provide insights into how the Transit Center could respond to future growth of the area, which was not as fully defined originally.

### **A3.5 Changes in Program Requirements to Conform to Operators' Requests – CHSRA, Muni, AC Transit, Caltrain and Others**

In response to the changes and modifications to the projected service levels and the various transit operators' operational needs within the Transit Center, the Architect will liaise with the operators and consider their evolving needs to fulfill the Program objective of providing a facility that will meet all operator requirements.

## **A4 Additional Services**

Additional Services are any services requested by the owner that are not defined as Basic Services in the agreement between the Architect and the TJPA. Additional Services may include any of the following:

- A4.1 Financial feasibility studies.
- A4.2 Services for future systems and equipment that are not intended to be constructed or provided for during the Construction Administration phase.
- A4.3 Services relative to detailed investigation, surveys, valuations and inventories; appraisals of existing conditions, facilities, equipment, or furnishings; measured drawings thereof; or verification of the accuracy of drawings or other information furnished by others.
- A4.4 Detailed quantity surveys or inventories of material, equipment, furnishings, and labor.
- A4.5 Services required in connection with construction performed by the TJPA that are not part of the Project Work, except as indicated in the Agreement.

- A4.6 Services, consultants, or scope of work not stipulated as included in this Agreement, and not customarily provided as part of an Architect's Basic Services, which include but are not limited to
- wind, shadow study, and environmental consultants
  - archaeological or historic resources consultants
  - other specialized consultants requested by the TJPA that were not included on the Architect's team upon execution of the Agreement
  - structural engineering: time history analysis and/or design of shoring, excavation, bracing, and underpinning systems
- A4.7 Evaluation of substantial substitutions proposed by the CM/GC during the course of construction and the revision of drawings, specifications, and other resulting documentation.
- A4.8 Review of shop drawings or samples after a second submission.
- A4.9 Evaluation of claims submitted by the CM/GC in connection with the Work, when such claims do not arise out of or relate to errors or omissions by the Architect.
- A4.10 Bid phase and Construction Administration services for below-grade construction.

**A5 Estimate & Schedule**

The budget to complete the Transit Center Final Design is \$70,675,000. This amount is based on the agreement between the Architect and the TJPA and includes ten percent contingency.

**A5.1 Estimate**

The estimated cost for each phase described in sections A1 through A4 is shown in the following table:

<b>Project Phase</b>	<b>Cost</b>
Construction Document	\$36,000,000
Construction Bid	\$2,500,000
Construction Administration	\$20,000,000
Warranty	\$1,000,000
Design Studies and Services	\$3,000,000
Additional Services	\$1,750,000
Contingency	\$6,425,000
<b>Total:</b>	<b>\$70,675,000</b>

**A5.2 Schedule**

The TJPA anticipates that the Preliminary Engineering tasks will be substantially complete in February 2010; Final Design has commenced to enable the start of early construction packages to support the Project schedule. Construction Documents will be assembled into multiple bid packages for various phases and elements of construction. The first packages will be prepared three to six months into Final Design. The Architect will provide bid and award support for the Transit Center bidding process and will remain in place during the construction of the Transit Center to provide Construction Administration and Warranty period support. The current schedule for Final Design for the Architect is as follows:

Construction Documents Phase	December 2009 – March 2011
Construction Bid Phase	January 2010 – December 2013
Construction Administration Phase	April 2010 – September 2015
Warranty Phase	October 2015 – September 2016
Special Design Studies and Services	December 2009 – October 2010
Additional Services	December 2009 – September 2016

## B. Retail Programming and Consultation

The Transit Center retail consultant will analyze information on the demographic characteristics of Transit Center users, including transit patrons, neighboring Financial District and its demographic makeup, and other relevant information defining retail opportunity at the Transit Center. This includes analyzing disposable income and retail spending patterns of potential patrons.

### B1 Programming

The retail consultant will provide the following Final Design services.

- B1.1 Advise the TJPA on retail trends in general and on transit retail-related trends in particular, including providing a survey of retail characteristics of similar facilities (e.g., Grand Central Station, New York City; Union Station, Washington, D.C.; or the Ferry Building, San Francisco)
- B1.2 Identify retail types, sizes, targeted user segment, and merchandise mix suitable for the Transbay Transit Center that will meet the needs of transit riders and attract patrons from the surrounding community throughout the day
- B1.3 Establish a finance model of the proposed retail uses in the Transit Center to provide guidance for the TJPA's budgeting of expenditure and income
- B1.4 Recommend general location of the retail installations in the Transit Center
- B1.5 Establish a Retail Plan for Transit Center
- B1.6 Identify spatial and environmental needs for any of the identified retail uses to provide guidance for the Transit Center Architect
- B1.7 Input retail space information into the Transit Center space program that will be the basis of design for the facility
- B1.8 Assist the Transit Center Architect to ensure that the design meets the objectives of the Retail Plan, including providing general guidance through the design process and performing a review of submittal documents

### B2 Post Design Consultation

The retail consultant will provide post design consultation services to assist the TJPA with

- identifying potential tenants
- engaging potential tenants
- updating the retail plan periodically to ensure that the highest and best use of infrastructure is achieved

### **B3 Estimate and Schedule**

**Schedule: July 2010 – December 2014**

**Estimate: \$450,000**

### **C. Art Program Coordination**

The Art Program will commission artworks for the Transit Center building. The Art Program will be coordinated by the San Francisco Arts Commission.

#### **C1 San Francisco Arts Commission**

The scope of San Francisco Arts Commission (SFAC) services includes the following:

##### **C1.1 Prepare and implement Art Program Master Plan**

- Recommend two members of the Steering Committee
- Provide administrative support to the Steering Committee
- Prepare a budget and timeline for preparation of a Master Plan
- Prepare a Master Plan, including revisions as necessary
- Consult with TJPA staff on administration of the Art Program
- Cooperate with TJPA staff to provide the TJPA Citizens Advisory Committee the opportunity to comment on the Master Plan

##### **C1.2 Qualify and Select Artists**

- Implement the Master Plan
- Develop budgets and timelines for selecting artists and artwork
- Prepare and issue requests for qualifications seeking proposals from artists
- Appoint one member to each artist selection panel
- Ensure that the community surrounding the Program participates in the process for selecting artists and artwork
- Ensure nondiscrimination in the process for selecting artists and artwork, and proposals for artwork
- Consult with professional art conservators regarding future maintenance requirements for artwork
- In coordination with TJPA staff, negotiate and administer on TJPA's behalf contracts with selected artists for the commissioning, installation, and/or purchase of selected artwork

##### **C1.3 Prepare Art Development and Installation Plan**

- Implement selected artwork (i.e., manage the implementation of the art project and ensure that the artist's design is coordinated with the architectural, engineering, and construction plans and schedule of the Program; ensure review of artwork development at appropriate milestones and provide progress report during stages of implementation, and recommend whether to approve completed artwork)



- Notify TJPA staff to coordinate all visits to the Program site by SFAC staff, Steering Committee, and artists

#### **C1.4 Prepare Installation and Maintenance Plan**

- Coordinate the schedule and logistics for the transportation and installation of artwork with the TJPA, its consultants and contractors
- Prepare maintenance plan for ongoing maintenance and conservation of artwork
- Prepare activity and accounting reports
- Maintain files on artists, artwork, and the Art Program
- Report on insurance value of artwork at the completion of art projects
- Make regular reports regarding work under this Agreement to the SFAC

#### **C2 Artists**

Five artists will be selected to produce artwork for the Art Program. The artists will provide design services for artwork that meets the goals and policies of the Master Plan and satisfies the criteria for the Art Program.

#### **C3 Schedule & Estimate**

##### **Schedule: July 2008 – December 2014**

The following Extract from TJPA–San Francisco Arts Commission Agreement provides documentation for the cost estimate:

**3.2 Aggregate Amount of Contract.** The aggregate amount of payments under this Agreement shall not exceed \$950,000. Each payment to SFAC shall cover only those Services that the Executive Director of the TJPA, or her designee, determines, as set forth in Sections 1.4, 1.7 and 2 above, has been performed as required in this Agreement. The maximum amount billable for each Phase shall not exceed 25% of the total Contract amount ( $\$950,000 \times 25\% = \$237,500$ ), unless the SFAC bills less than 25% in any Phase, in which case the difference may be carried into the next Phase.

In addition to the agreement with the San Francisco Art Commission, an allowance of \$300,000 was included in the funding request for artists' honoraria and the final design associated with individual artwork.

**Estimate: \$1,375,000**

## **D. Interagency Agreements**

The TJPA has entered into interagency agreements with the other public agencies directly involved in the design and engineering of the Transit Center Building and bus ramps. Agreements have been executed with the San Francisco Municipal Transportation Agency (SFMTA) to provide services for the area around the new Transit Center. The TJPA anticipates that further work with Caltrans related to the I-80 ramps and bus storage facility may be required.

### **D1 Municipal Railway (Muni) Project Management and Engineering Services**

The SFMTA will provide engineering design services for the overhead contact system (OCS) project related to the new Transit Center.

- D1.1 Provide construction plans, sequencing plans, specifications, and construction cost estimates, including new trolley pole foundations, trolley poles, wires, wood troughs, support spans, and bracket arms.
- D1.2 Reconfigure existing special OCS.
- D1.3 Provide design of existing streetlight transfer to new trolley poles where required; remove existing streetlight poles as needed.
- D1.4 Participate in coordination meetings with City agencies, TJPA, and TJPA's design team.
- D1.5 Coordinate and obtain approval from SMFTA Operations and Maintenance on the bus plaza design.

### **D2 Department of Parking and Traffic Traffic Engineering Services**

The SFMTA Department of Parking and Traffic will provide the following traffic planning and engineering services for the Transit Center.

- D2.1 Participate in the collaborative planning and design efforts by the TJPA and its consultants for the routing of vehicle, pedestrian, and transit traffic for the Transit Center.
- D2.2 Provide review of conceptual traffic signal plans.
- D2.3 Review preliminary specifications and estimates of traffic routing for the Transit Center.
- D2.4 Attend regular meetings and review traffic routing needs to accommodate the construction of the Transit Center.
- D2.5 Provide final designs and services for new or modified signage, striping, and traffic signals.

### **D3 Caltrans**

The TJPA anticipates that additional work by Caltrans may be required during the Final Design phase. Examples of this work may include but are not limited to the following:

- D3.1 For all facilities constructed within the State right-of-way, review design submittals for design conflicts and safety concerns.
- D3.2 Transfer the electronic working files for the San Francisco-Oakland Bay Bridge West Approach Seismic Safety Project.
- D3.3 Other services as requested by the TJPA.

#### D4 Schedule & Estimate

##### Schedule: October 2009 – December 2014

The following table summarizes the various cost estimates for the interagency agreements:

	<b>Final Design under Current Agreements</b>	<b>Estimated Future Services</b>	<b>Total Final Design Request</b>
Muni Services	\$ 380,000	\$ 1,510,000	\$ 1,890,000
DPT Services	\$ 30,500	\$ 1,037,000	\$ 1,067,500
MTA Misc. Services	\$ 25,000		\$ 25,000
Contingency for Caltrans Services		\$ 298,000	\$ 298,000
<b>Total FD Request</b>	<b>\$ 435,500</b>	<b>\$ 2,845,000</b>	<b>\$ 3,280,500</b>

#### E. Permits and Fees

The scope and budget for permits and fees include the remainder of the permits and fees that will be required for the design and construction of the Transit Center building, bus ramps, bus storage facility, and utility relocations, and for demolition of the Transbay Terminal and Temporary Terminal. Estimates of permits and fees are based on a pending agreement with the Department of Building Inspection (DBI) and estimated fees for DPW, and include a ten percent contingency. In addition, coordination with various City agencies such as the San Francisco Fire Department (SFFD) is included.

#### E1 Department of Building Inspection Services

##### E1.1 DBI Plan Review Services

DBI, acting solely in an advisory capacity and as requested by the TJPA, will provide plan review services for each project (Plan Review). As part of Plan Review, DBI will check the following types of plans: architectural (including disabled access, civil, and landscaping), structural, mechanical, plumbing, and electrical. At the completion of Plan Review, DBI will issue a letter to the TJPA indicating that DBI, in conjunction with SFFD, has found the plans to be in compliance with governing codes (Compliance Letter).

At the completion of Plan Review, two sets of plans and specifications will be returned to the TJPA stamped with the DBI approval stamp and accompanied by the Compliance Letter. One set of plans and specifications will be retained by DBI for record keeping and referencing purposes, as requested by the TJPA.

##### E1.2 DBI Field Inspection Services

Acting solely in an advisory capacity and as requested by the TJPA, DBI will provide building, mechanical, plumbing, and electrical inspection services for each project (Field Inspection). DBI will provide such services in order to verify each project's conformity with governing codes. With respect to these inspections, DBI inspectors will advise and make recommendations to the TJPA. After partial completion and at the appropriate time that a temporary certificate would be issued, DBI will issue a letter to the TJPA recommending that DBI has found that the project meets the requirements for a temporary certificate of occupancy. At the completion of Field Inspection for a project, DBI will issue a letter to the TJPA recommending that DBI has found that the project meets the requirements for a final certificate of occupancy.

DBI will coordinate SFFD involvement in Field Inspection in a manner consistent with customary DBI permitting practices, including fee collection.

### **E1.3 Additional Services**

In addition to Plan Review and Field Inspection, the TJPA will request the following Additional Services:

- E1.3.1 Microfilming and record-retention services
- E1.3.2 Project addressing services
- E1.3.3 Other services as mutually agreed upon by both parties

### **E1.4 Structural Design Review Process**

The TJPA will utilize the services of a Structural Design Review Team (Team) to provide additional and specialized expertise to supplement the structural design. The Team will meet with the TJPA as the need arises throughout the design process.

The Team will be engaged as early in the structural design phase as practicable. This affords the Team an opportunity to evaluate fundamental design decisions, which could disrupt Design Development if addressed later in the design phase.

The Team review will focus on specific portions or structural elements of a project. This scope of services may include, but will not be limited to, review of the following:

- Earthquake hazard determination
- Site-specific ground motion characterization
- Seismic performance goals
- Basis of design, design methodology, and acceptance criteria
- Mathematical modeling and simulation
- Interpretation of results of analysis
- Member selection and design
- Detail concepts and design
- Construction Documents, including drawings and specifications
- Isolator or damper testing requirements and quality control procedures
- At the discretion of the TJPA, review of other building aspects, including design for wind resistance, special foundation or earth retaining systems, or critical non-structural elements

## **E2 Department of Public Works Services**

The TJPA will obtain permits from the Department of Public Works (DPW) when access to the public right-of-way is needed to construct, improve, excavate, occupy, and/or perform work. Public right-of-way is defined as all City roadways and sidewalks bordered by private properties (improved and unimproved).

DPW will review the TJPA's permit applications for work affecting the public right-of-way, issue permits, and inspect all DPW-permitted work. When an application for a building permit with DBI includes work that will affect the sidewalk, curb and gutter, pavement, or any other facilities in the public right-of-way, the DPW Bureau of Street Use and Mapping will review the plans and perform an engineering inspection at the location for which building permit is issued to determine whether a Street Improvement Permit is needed.

**E3 Other Agency Meeting Participation**

San Francisco Fire Department and other City agency staff will participate in TJPA-requested meetings.

**E4 Schedule and Estimate**

**Schedule: October 2009 – December 2014**

**Estimated Costs for DBI Permits & Fees (by Program facility):**

Bus Storage	\$584,000
Utility Relocation	\$1,092,000
Existing Term and Ramps Demo	\$140,000
301 Mission Buttress	\$156,000
Transit Center Building (TCB) Shoring and Excavation	\$1,036,000
TCB Design Reviews and Meeting Participation	\$3,118,000
TCB City Inspection	\$4,659,000
Bus Ramps	\$800,000
Temporary Terminal Demolition	\$23,000
<b>Total Permits and Fees</b>	<b>\$11,608,000</b>
<b>Add contingency</b>	<b>\$1,242,000</b>
<b>Total Request</b>	<b>\$12,850,000</b>

The TJPA Board of Directors approved an agreement with the Department of Building Inspection on July 31, 2009.

## F. Public Outreach

Public outreach services prior to and during construction are required to inform public and other City agencies of upcoming construction activities and other events that affect transit riders. The following is a summary list of public outreach services:

- Conduct community meetings
- Conduct transit rider meetings
- Provide direct mail services – design, printing, production, and mailing
- Send e-mail blasts – design, html coding and distribution
- Provide website updates
- Provide graphic design – design, printing and production
- Provide wayfinding signage
- Prepare outreach materials – brochure design, printing and production
- Prepare fact sheet updates – design, printing and production
- Provide display booth – movable booth for outreach
- Provide lot signage – windmaster signage
- Provide construction signage – design and installation and removal
- Prepare new outreach materials as needed

### F1 Schedule and Estimate

**Schedule: October 2008 – September 2015**

**Estimated Public Outreach Costs: \$2,100,000**

**AB 1171 Initial Project Report**

**TOTAL PROJECT FUNDING PLAN**

DRAFT

(Amounts Escalated in Thousands)

Project Title:		Transbay Transit Center / Caltrain Downtown Extension Program											Project ID:	22	
Agency:		Transbay Joint Powers Authority											Date:	2/3/2010	
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED</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	TOTAL
<b>COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)</b>															
FTA Section 1601	ENV / PA&ED	681	4,366	2,495	1,253										8,795
RM-1	ENV / PA&ED	994	166		240										1,400
Other Local	ENV / PA&ED	799													799
RM-2	ENV / PA&ED		15,495	2,735	4,730	26,354	5,000								54,314
SF Prop K	ENV / PA&ED		3,725		14,829	32,544	12,810								63,908
San Mateo Sales Tax	ENV / PA&ED			125	7,155										7,280
SAFETEA-LU Earmark	ENV / PA&ED				6,650	7,009	7,593								21,252
RTIP	ENV / PA&ED														
SF Prop K	PS&E						18,200								18,200
RM-1	PS&E						5,200	5,226							10,426
RM-2	PS&E					12,719									12,719
AB 1171	PS&E						10,700								10,700
SAFETEA-LU Earmark	PS&E						32,344	151							32,495
RTIP	PS&E					4,000			2,762						6,762
RM-1	ROW														
RM-2	ROW		16,125	12,875		23,745									52,745
SF Prop K	ROW			29,000		23,771									52,771
San Mateo Sales Tax	ROW							15,600							15,600
RTIP	ROW					3,391									3,391
Lease Proceeds, TDR	ROW			37											37
RM-1	CON								13,880	17,245	8,880	2,569			42,574
RM-2	CON						28,150	2,072							30,222
AB 1171	CON							2,300	28,313	101,521	7,166				139,300
AC Transit Capital Cont.	CON						7,240	8,879	8,676	8,472	5,279				38,546
SF Prop K	CON						12,300								12,300
Lease Proceeds, TDR	CON											6,741			6,741
TIFIA Loan Proceeds	CON										61,584	109,416			171,000
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>															
RTIP	CON									13,228	4,960				18,188
Land Sales	CON							81,831	234,591	113,813			72,084	350,348	852,667
TIFIA Loan Proceeds	CON													445,000	445,000
<b>FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)</b>															
TBD	PS&E								23,500	30,287	5,294				59,081
TBD	ROW						49,215	70,500	37,017						156,732
TBD	CON								61,696	264,706	640,000	583,916	288,737		1,839,055
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL</b>															
		2,474	39,877	47,267	38,248	130,142	71,053	222,428	356,563	297,047	463,685	776,131	656,000	1,084,085	4,185,000
<b>Comments:</b>															
Costs based on draft Baseline Budget, March 2008. Financial Plan based on commitment schedule.															

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding.  
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**

**DEFINED SEGMENT FUNDING PLAN**

DRAFT

(Amounts Escalated in Thousands)

Project Title: Transbay Transit Center / Caltrain Downtown Extension Program													Project ID:		
Agency: Transbay Joint Powers Authority													Plan Date: 02/03/10		
<b>RM-1 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										1,400
Other Local	ENV / PA&ED	799													799
RM-2	ENV / PA&ED		7,540	2,735	4,730	26,354	5,000								46,359
SF Prop K	ENV / PA&ED		930		14,829	14,194	12,810								42,763
San Mateo Sales Tax	ENV / PA&ED			125	7,155										7,280
SAFETEA-LU Earmark	ENV / PA&ED				6,650	7,009	7,593								21,252
RTIP	ENV / PA&ED														
SF Prop K	PS&E							18,200							18,200
RM-1	PS&E					5,200	5,226								10,426
RM-2	PS&E					12,719									12,719
AB 1171	PS&E							10,700							10,700
SAFETEA-LU Earmark	PS&E							32,344	151						32,495
RTIP	PS&E					4,000			2,762						6,762
RM-1	ROW														
RM-2	ROW		16,125	12,875		23,745									52,745
SF Prop K	ROW					23,771									23,771
San Mateo Sales Tax	ROW														
RTIP	ROW				3,391										3,391
Lease Proceeds, TDR	ROW			37											37
RM-1	CON								13,880	17,245	8,880	2,569			42,574
RM-2	CON						28,150	2,072							30,222
AB 1171	CON								2,300	28,313	101,521	7,166			139,300
AC Transit Capital Cont.	CON							7,240	8,879	8,676	8,472	5,279			38,546
RTIP	CON										13,228	4,960			18,188
Land Sales	CON							81,831	234,591	113,813					430,235
SF Prop K	CON					12,300									12,300
Lease Proceeds, TDR	CON											6,741			6,741
TIFIA Loan Proceeds	CON										61,584	109,416			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-1 SEGMENT FUNDING TOTAL</b>															
		2,474	29,127	18,267	38,248	111,792	71,053	157,613	262,563	168,047	193,685	136,131			1,189,000

Comments:

Costs based on Draft Detailed Financial Plan Baseline Budget Phase 1, November 2007.  
Financial Plan based on commitment schedule.

**(Complete this spreadsheet only if AB 1171 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)**

Enter funds on the AB 1171 Deliverable Phase or Segment, ONLY if the AB 1171 Phase or Segment is different from the overall total project. The AB 1171 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the AB 1171 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 AB 1171 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).



**RM-1 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	Dec-09	46,278	8,036
	SF Prop K Sales Tax	Dec-09	46,869	17,039
	San Mateo Meas. A Sales Tax	Feb-08	7,277	3
	Federal Earmarks	Dec-09	22,769	7,277
	RM-1 (Local Match)	Oct-06	1,400	0
	Lease Income, Other	Oct-09	1,212	(0)
	In Kind Contribution	FY 2005	799	0
PS&E	RM-2	Dec-09	4,965	7,754
	Federal Earmarks	Jun-09	1,510	30,834
	SF Prop K Sales Tax	Jun-09	1,022	17,178
	Leased Income, Other	Jun-09	84	(84)
	STIP	Dec-09	1,204	2,796
	RM1	Dec-09	1,100	4,100
R/W	RM-2	May-09	50,365	2,380
	SF Prop K Sales Tax	Dec-09	37,124	15,647
	STIP	Jan-08	3,391	0
	Lease Income, Other	Feb-08	38	(1)
CON / Operating	RM-2	Nov-09	19,766	10,456
	SF Prop K Sales Tax	Dec-09	7,722	4,578
	Federal Earmarks	Jun-09	0	0
	STIP	Jun-09	0	0
Total to date (in thousands)			254,896	127,993

Comments:

Source: Data is from a PRISM report, as of December 2009. 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 a general rule, programwide funding expenses have been spread across the categories (except ROW), proportional to their overall percentage of expenditures.

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: 2/3/2010

**AB 1171 Initial Project Report**

**AB 1171 FUNDING CASH FLOW PLAN For Allocation  
(AB 1171 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Transbay Transit Center / Caltrain Downtown Extension Program												Project ID: <b>22</b>		
Agency: Transbay Joint Powers Authority												Plan Date: 02/03/10		
<b>RM-2 CASH FLOW PLAN</b>														
RM-1 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED														
PS&E						10,700							10,700	
R/W														
CON							2,300	28,313	101,521	7,166			139,300	
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
<b>RM-2 CASH FLOW PLAN TOTAL</b>														
						10,700	2,300	28,313	101,521	7,166				150,000

Comments:

Costs based on Draft Detailed Financial Plan Baseline Budget Phase 1, November 2007.  
Financial Plan based on commitment schedule.

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

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).

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>
NAME AND ADDRESS OF IMPLEMENTING AGENCY Transbay Joint Powers Authority 201 Mission Street, Suite 2100 San Francisco, CA 94105	

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: Can include design and construction documents; permits and fees, art programs, interagency agreements, and/or public outreach			10,700,000
			0
<b>TOTAL CONSULTANTS</b>			<b>10,700,000</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>10,700,000</b>

Comments:

Date: 2/3/2010