

**THIS PRINT COVERS CALENDAR ITEM NO.: 10**  
**FOR THE MEETING OF:** September 29, 2008

## **TRANSBAY JOINT POWERS AUTHORITY**

### **BRIEF DESCRIPTION:**

Approve the updated Initial Project Report dated September 19, 2008 and a Resolution of Project Compliance for the allocation of Regional Measure 2 Funds in the Amount of \$23,500,000.

### **SUMMARY:**

On March 2, 2004, voters passed Regional Measure 2 (RM-2), raising the toll on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00. RM-2 establishes the Regional Traffic Relief Plan that identifies \$150,000,000 for the Transbay Transit Center / Downtown Extension Project. To date, MTC has allocated \$114,778,000 to the project.

In accordance with the Metropolitan Transportation Commission's (MTC) adopted Policies and Procedures for implementing RM-2, the TJPA is required to submit to MTC an Initial Project Report (IPR) and a Resolution of Project Compliance to request an allocation of RM-2 funds. The IPR must be approved by the TJPA Board to be eligible for an allocation.

TJPA staff and consultants have discussed the need for RM-2 funding with MTC staff regularly throughout the past year. Through an iterative process of reviewing anticipated expenditures for upcoming engineering and design needs with the availability of various funding sources, the attached funding request (Initial Project Report or "IPR") has been developed. Funding in the identified amounts would enable the TJPA to initiate construction of the temporary terminal and hiring of a commissioning agent.

The attached IPR comprises the TJPA's allocation request for RM-2 funds in the amount of \$23,500,000. To summarize, the identified needs include:

- Temporary Terminal Construction: (\$22,650,000); and
- Commissioning Agent: (\$850,000).

The attached IPR 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 TJPA 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 TJPA activities, including the agreed-upon funding request.

It should be noted that this RM-2 funding allocation from MTC is contingent upon the TJPA securing an investment grade rating from Fitch (anticipated October 3, 2008), submittal of a TIFIA loan application (planned for October 2008), and approval of the Lease and Use

agreement with AC Transit (scheduled for the TJPA Board meeting of September 29, 2008). These RM-2 funds will not be released by MTC until the TJPA meets these conditions.

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

The required Resolution of Project Compliance indicates the TJPA's agreement to comply with the MTC's RM-2 policy guidance, that the TJPA is an eligible project sponsor and is authorized to submit an application for RM-2 funds, that the Transbay project is consistent with the Regional Transportation Plan, and provides various additional certifications and assurances. The resolution indicates that the TJPA approves the IPR which must be attached to the resolution when submitted to MTC. The TJPA 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 RM-2 funds is sought. In the near term, grants from SAFETEA-LU earmarks and San Francisco County Proposition K funds will serve as complementary funds to the RM-2 funds for the construction phase of the project. TJPA is seeking additional San Francisco Prop K funds for demolition of the existing terminal and bus ramps as a complementary source to the RM-2 request.

### **Grant Conditions**

As mentioned above, MTC will condition release of this allocation upon the TJPA securing an investment grade rating from Fitch, submittal of a TIFIA loan application, and approval of the Lease and Use agreement with AC Transit. This condition is consistent with prudent financial practices which require that all funding be secured before construction begins.

### **ENCLOSURES:**

1. RM-2 Implementing Agency Resolution of Project Compliance
2. RM-2 Initial Project Report (IPR), September 19, 2008

### **RECOMMENDATION:**

Approve the updated Initial Project Report dated September 19, 2008 and a Resolution of Project Compliance for the allocation of Regional Measure 2 Funds in the Amount of \$23,500,000.

**TRANSBAY JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS**

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

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, The Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and

WHEREAS, Allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, The Transbay Joint Powers Authority (TJPA) is an eligible sponsor of transportation project(s) in RM2, Regional Traffic Relief Plan funds; and

WHEREAS, The Transbay Terminal/Caltrain Downtown Extension project (Project) is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, The RM2 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 RM2 funds; 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 proposal for the year of funding for any design, right-of-way and/or construction phases of the Project has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the Project; and be it further

RESOLVED, That the TJPA understands that the allocation and reimbursement of the RM2 funds are contingent upon the TJPA securing an investment grade rating from Fitch, submittal of a TIFIA loan application, and approval of the Lease and Use agreement with AC Transit; and be it further

RESOLVED, That the RM2 phase or segment identified in Attachment A, with the assistance of RM2 funding, will be fully funded and will result in an operable and useable segment or the completion of a necessary phase of the Project; and be it further

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

RESOLVED, That the TJPA approves the updated 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 is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, That the TJPA is authorized to submit an application for RM2 funds for the Project in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, That the TJPA certifies that the Project and purpose for which RM2 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 legal impediment to the TJPA making the allocation requests for RM2 funds identified in Attachment A; 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 RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 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 RM2 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 RM2 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 RM2 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 a portion of the Preliminary Engineering and Final Design with MTC for RM2 funds in the amount of \$23,500,000, 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 application referenced herein.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of September 29, 2008.

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Secretary, Transbay Joint Powers Authority

**Regional Measure 2 – INITIAL PROJECT REPORT**

# Regional Measure 2 Initial Project Report (IPR)

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**Project Title:**

Transbay Transit Center / Downtown Caltrain Extension

**RM2 Project No.**

22

**Allocation History:**

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
<b>#1:</b>	Sep 2004	\$15,495,000	ENV
<b>#2</b>	Nov 2004	\$16,125,000	ROW
<b>#3</b>	Oct 2005	\$12,875,000	ROW
<b>#4</b>	May 2006	\$2,735,000	ENV
<b>#5</b>	Feb 2007	\$4,730,000	ENV
<b>#6</b>	Sept 2007	\$1,319,000	PS&E
<b>#7</b>	Jan 2008	\$4,554,000 \$23,745,000	ENV ROW
<b>#8</b>	March 2008	\$11,400,000	PS&E
<b>#9</b>	May 2008	\$21,800,000	ENV

**Total: \$114,778,000**

**Current Allocation Request:**

<b>IPR Revision Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
September 29, 2008	\$23,500,000	CON

## **Regional Measure 2 – 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

## **Regional Measure 2 – 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 4,700 new housing units (full build), one-third 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 and financing have been secured.

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

The program schedule will require coordination with the ongoing Caltrans West Approach (I-80) Retrofit project. Schedule coordination will focus on sequencing of construction activities and property transfer. Additionally, right of way activities need to be coordinated with the construction schedule to ensure timely availability of right of way.

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. 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 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 was recently 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



## **Regional Measure 2 – 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 current average Caltrain fare of \$2.76, the extension is projected to generate more than \$9 million (2003 dollars) in new fare revenue each year. The annual operating costs for the 1.3-mile extension would total approximately \$7.5 million in 2003 dollars, based on Caltrain's current hourly operating cost. The use of the excess revenues generated by the extension are 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 Temporary Terminal, Bus Storage facility, and Utility Relocation) are in Final Design.

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.

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.

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

## **Regional Measure 2 – INITIAL PROJECT REPORT**

All private properties required for the temporary terminal have been acquired, as of June 4, 2008. All occupants will be moved out by October 31, 2008. Associated Caltrans parcels are scheduled to be transferred by 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 is anticipated to be issued in the Fall of 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 an Architectural/Engineering consultant and constructed under one or more competitively bid construction contracts.
- 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 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 and constructed under one or more competitively bid construction contracts.

### **III. PROJECT BUDGET**

#### **J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$191,093
Design - Plans, Specifications and Estimates (PS&E)	\$214,374
Right-of-Way Activities /Acquisition (R/W)	\$254,245
Construction / Rolling Stock Acquisition (CON)	\$3,525,288

## Regional Measure 2 – INITIAL PROJECT REPORT

Total Project Budget (in thousands)	\$4,185,000
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### K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands, FY2006 \$s)
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
Total Project Budget (in thousands)	\$3,430,531

### IV. OVERALL PROJECT SCHEDULE

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	May 2009
Final Design - Plans, Specs. & Estimates (PS&E)	July 2007	June 2012
Right-of-Way Activities /Acquisition (R/W)	November 2005	March 2010
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	November 2008	December 2019

### V. ALLOCATION REQUEST INFORMATION

#### L. Detailed Description of Allocation Request

The allocation request for RM-2 funds includes:

- Construction of the temporary terminal
- Funding for a commissioning agent

#### Temporary Terminal Construction

Construction of the Temporary Terminal consists of the following:

- Demolition and removal of two single-story buildings, asphalt paving, concrete sidewalks/curbs/gutters, and light poles
- New concrete and asphalt paving and drainage, concrete sidewalks/curbs/gutters and curb ramps
- New utility and irrigation work
- New roadway and pedestrian lighting with power supply lines
- New street paving and traffic signal work
- Revisions to Muni Overhead Contact System (OCS)
- Fabrication/installation of three new modular buildings
- Fabrication/installation of new steel-framed fabric canopies
- Landscaping including soil preparation and planting of trees, shrubs, and ground cover

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### Commissioning Agent

The Commissioning Agent will review, oversee the completion of, and document effective commissioning of building systems, including those necessary to assure achievement of Leadership in Energy and Environmental Design (LEED). Because of the LEED credit and the overall sustainability goals of the Program, the Commissioning Agent will be involved in the new Transit Center project from the beginning of the design development phase through post-construction.

Additional details regarding the scope of services to be provided under this allocation are included as an attachment in the workplan.

Amount being requested (in escalated dollars)	\$23,500,000
Project Phase being requested	CON and PE
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	September 29, 2008
Month/year being requested for MTC Commission approval of allocation	October 2008

### Special Request

It is requested that the TJPA be able to submit invoices twice a month for this grant. The TJPA pays its vendors and contractors after it is reimbursed by MTC; if a vendor or contractor misses the monthly billing cycle it can add another month of delay to payment. This can impose a significant burden on vendors and contractors.

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

Allocation 1: Preliminary Engineering work funded with this allocation is nearing completion.

Allocations 2& 3: Previous ROW allocations have been expended to preserve Right of Way for Transit Center Building and Downtown Extension.

Allocation 4: Preliminary Engineering work and Programwide tasks funded with this allocation are nearing completion.

Allocations 5 & 6: Preliminary Engineering and Final Design work funded with these allocations are underway.

Allocation 7: Preliminary Design and Program Management/Program Controls funded by this allocation is underway. Two ROW acquisitions funded with this allocation has closed, and others are planned throughout the year.

Allocation 8: Preliminary Engineering and Final Design work funded with this allocation are underway.

Allocation 9: Preliminary Engineering associated with this allocation will begin soon.

**Regional Measure 2 – INITIAL PROJECT REPORT**

**N. Workplan**

Workplan in Alternate Format Enclosed

**O. Impediments to Allocation Implementation**

No impediments have been identified.

**VI. RM-2 FUNDING INFORMATION**

**P. RM-2 Funding Expenditures for funds being allocated**

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

**Next Anticipated RM-2 Funding Allocation Request**

- Construction Management for Utility Relocation, Existing Transit Center & Ramps Demolition, and Transit Center Construction

**VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

**Governing Board Resolution attached**

**Governing Board Resolution to be provided on or before: October 15, 2008**

**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  
Address: 201 Mission Street, Suite 1960  
San Francisco, CA 94105

**Information on Person Preparing IPR**

Name: Nancy Whelan  
Phone: (415) 896-6945  
Title: Principal, Nancy Whelan Consulting  
E-mail: Nancy@nwc01.com  
Address: 221 Main Street, Suite 420  
San Francisco, CA 94105

**Applicant Agency's Accounting Contact**

Name: Sara Gigliotti  
Phone: (415) 597-4039  
Title: Contracts Compliance Manager/Finance Coordinator  
E-mail: SGigliotti@TransbayCenter.org  
Address: 201 Mission Street, Suite 1960  
San Francisco, CA 94105

Revised IPR 120905.doc

**TRANSBAY TRANSIT CENTER PROGRAM**  
**Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate**

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Funding Request – Temporary Terminal Construction and Commissioning Agent

Temporary Terminal Construction Scope

The Temporary Terminal will house public transit and Greyhound operations while the existing Transbay Terminal is demolished and replaced with a new structure. The modular facilities to be developed include an AC Transit site office, security office, and restrooms and a Greyhound temporary terminal building. The transit operators being served at the Temporary Terminal are AC Transit, WestCAT, Muni, Golden Gate Transit, and SamTrans, in addition to paratransit and taxi services. The Temporary Terminal will occupy Assessor's Block No. 3739, which is bounded by Main, Folsom, Beale, and Howard streets.

Status of Design

The design is 100 percent complete. A Request for Bids was issued June 20, 2008.

Status of Property Acquisition

All private properties were acquired as of June 4, 2008. Associated Caltrans parcels are scheduled to be transferred on November 1, 2008. All occupants will be moved out by October 31, 2008.

Milestone Schedule

Issue Request for Bids	June 20, 2008
Receive Bids	August 5, 2008
Evaluate and Make Recommendation	August 28, 2008
Rejected all Bids, Re-advertised project	September 17, 2008
Receive New Bids	October 1, 2008
Evaluate and Make Recommendation	October 10, 2008
Award	October 23, 2008
Issue NTP	October 31, 2008
Finish Phase I Construction	August 24, 2009
Start Bus Operations	August 31, 2009
Complete Construction	December 22, 2009

Coordination with Agencies and Outreach

To help ensure the success of this project, the TJPA has been diligent in coordinating with a variety of different agencies and ensuring that funding partners have received significant documents along the way. A summary of these efforts is below.

**Documents for MTC and SFCTA:** Preliminary Design, Design Development documents, 50 percent Construction documents, and 95 percent Construction documents were distributed to both MTC and SFCTA. Copies of the Temporary Terminal Construction Request for Bids were sent to MTC and SFCTA.

**Coordination with AC Transit and Other Transit Operators:** Transit operators' representatives attended weekly design coordination meetings and participated in the selection of the proposed layout, design development and various design reviews. Fare collection and other issues were reviewed with AC Transit and MTC engineers. The fare collection system will be provided by MTC.

## TRANSBAY TRANSIT CENTER PROGRAM

### Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate

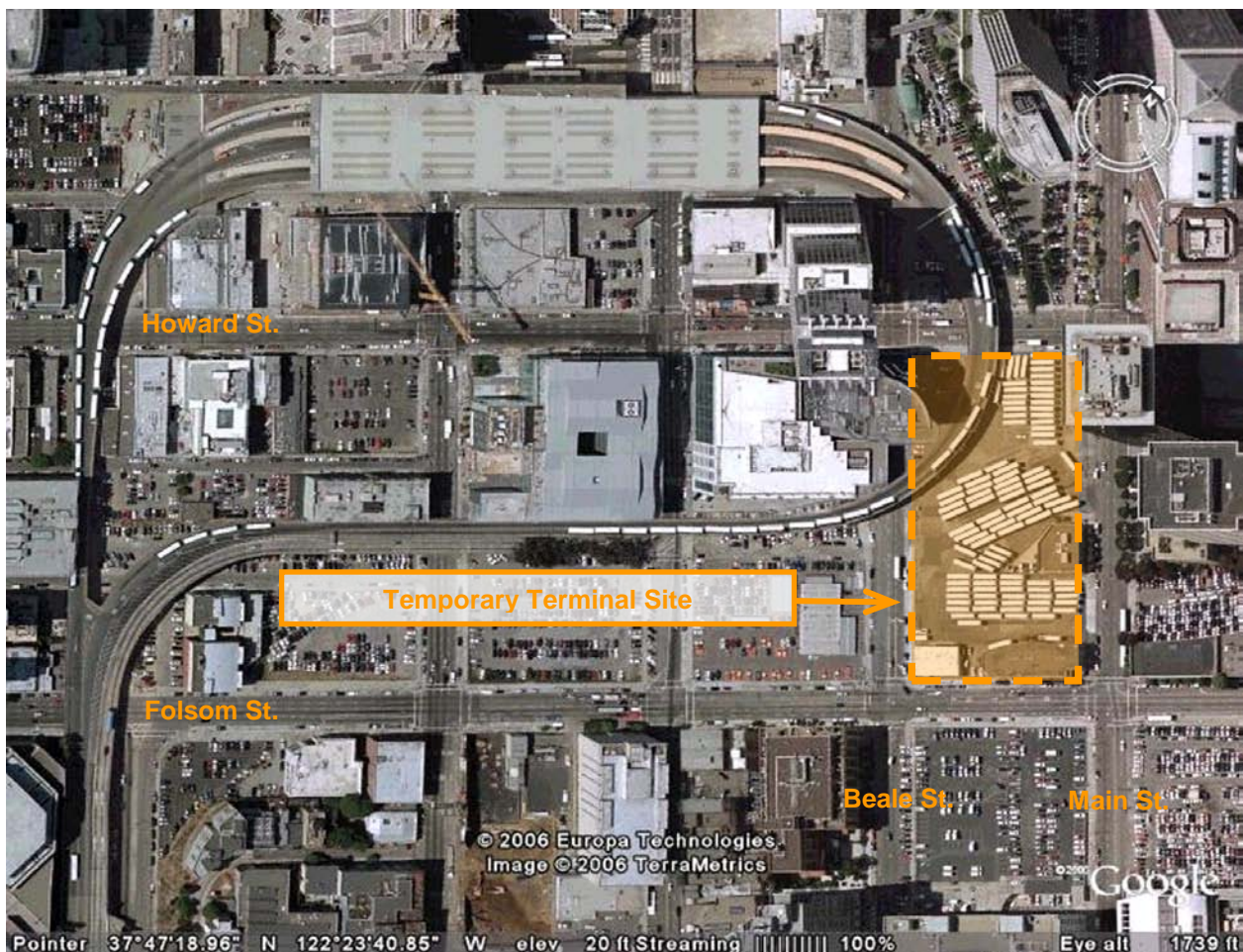
**Coordination with MTA and other San Francisco City Departments:** MTA and other City Departments' representatives attended the weekly design coordination meetings and participated in various design reviews and value engineering reviews.

**Coordination with San Francisco Redevelopment Agency:** Presentation on the Temporary Terminal was made to the Redevelopment Agency's Transbay Citizens Advisory Committee (CAC), and the landscaping design was modified in response to the CAC's concerns. Site furnishings will match Redevelopment's Transbay Streetscape and Open Space Plan.

**Coordination with Utility Agencies:** The TJPA issued Notices of Intent for paving work and coordinated with PG&E, AT&T and City agencies for utility requirements and locations. All were in agreement with the final drawings.

**Public Outreach and Meetings:** Three public meetings were conducted, and TJPA representatives walked neighborhoods, distributed fliers, and talked to property owners.

**Mitigation Measures during Construction:** Mitigation measures are included in the bid documents for the Temporary Terminal (Specification Number 01 35 65 – Mitigation Measures and Monitoring). There are specific measures to address various requirements for air quality, cultural and historic resources, general construction measures (signage, etc.), safety and emergency services, fire protection and prevention, noise and vibration, and others.



**Temporary Terminal Location**

**TRANSBAY TRANSIT CENTER PROGRAM**  
**Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate**

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**Temporary Terminal Existing Site**



## TRANSBAY TRANSIT CENTER PROGRAM

### Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate

The Temporary Terminal will include the following key project elements.

**AC Transit and WestCAT Operations Area.** AC Transit and WestCAT operations will occur within Block 3739. Facilities will consist of eighteen (18) outdoor, protected passenger loading and unloading platforms, an AC Transit site office, and a security office with restrooms.

**AC Transit Site Office.** The AC Transit site office is a single-story, modular structure that includes a break room, a manager's office, drivers' restrooms, and a small storage room.

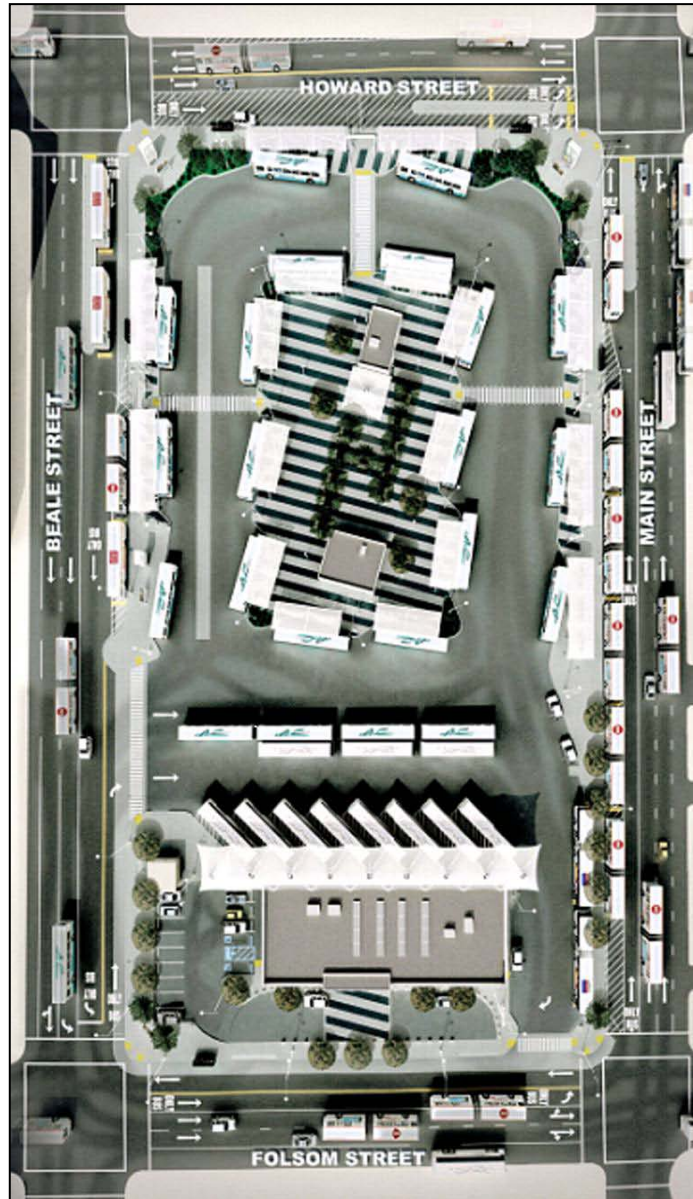
**Security Office and Restrooms.**

The security office will be in a single-story, modular building and house operations for on-site security staff. This building will also contain single occupant men's and women's public restrooms. The restrooms conform to ADA standards and were also reviewed by the Mayor's Office on Disability and the Department of Public Works Disability Accessibility Coordinator.

**Greyhound Temporary Terminal Building.** The Greyhound temporary terminal will be a single-story, modular building located on the southern end of Block 3739, with passenger loading and unloading and a main entrance on Folsom Street. The building program calls for a facility that will house all transportation, customer service, and administration functions for Greyhound Lines while the new Transit Center is under construction.

**Perimeter Transit Operators.** The following transit operation areas will be located on the streets around the perimeter of Block 3739.

**Muni Operations Area.** Passenger unloading for Muni motor coach lines 38, 38L, and 71 will occur on a new passenger island to be constructed on Beale Street immediately south of Howard Street. Passenger loading for these Muni lines will take place on a similar island to be constructed on Main Street immediately south of Howard Street. Service for Muni overhead trolley lines 1, 5, 20, and 41 will be reconfigured to take place on the north end of



Temporary Terminal Illustrated Site Plan

## TRANSBAY TRANSIT CENTER PROGRAM

### Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate

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the site at Howard Street using a new curb area and pedestrian island. Muni line 108 will operate at a new stop on the west side of Beale Street just south of Howard Street.

**Golden Gate Transit (GGT) Operations Area.** Golden Gate Transit will retain their current stop locations. Passenger loading and unloading for GGT lines serving the current Transbay Terminal along First, Fremont, Mission, Main, and Howard streets will be retained. In addition, signage will be improved at an existing GGT bus stop on the east side of Main Street south of Howard Street. The remaining curb space on the east side of Main Street will be dedicated to bus staging operations.

**San Mateo County Transit District (SamTrans) Operations Area.** SamTrans will share GGT's bus shelter and staging/layover space located on the east side of Main Street. In addition, SamTrans will have two bus layover spaces within Block 3739 on the east side of the new Greyhound temporary terminal building and along the north side of Folsom Street between Beale and First streets.

**Paratransit/Taxi Operations Area.** On the north end of Block 3739, the first 100 feet of curb on Howard Street near Beale Street will be dedicated to paratransit pick-up and drop-off. A 20-foot section of curb immediately adjacent to this area will be reserved for taxi use.

## TRANSBAY TRANSIT CENTER PROGRAM

### Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate

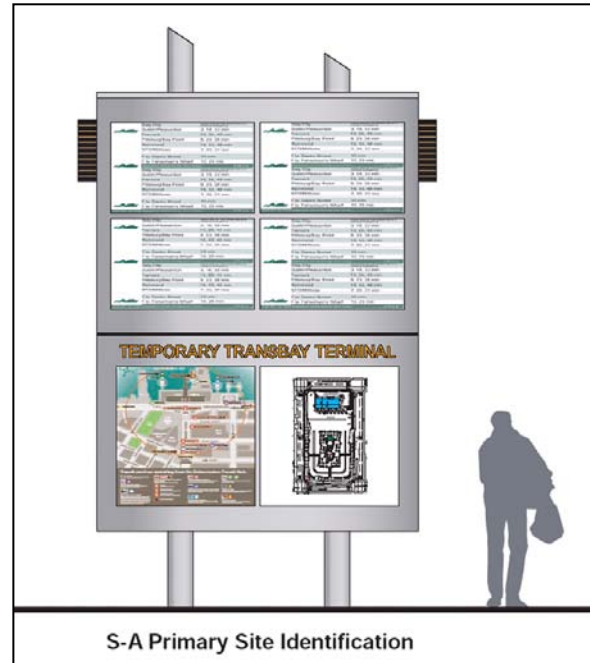
**Fare Collection System.** During peak periods, the Temporary Terminal will utilize a system for the prepayment of passenger fares in order to promote faster boarding and reduce dwell time at bus stops. This system will include a proof-of-payment area with TransLink fare vending and add-fare machines at strategic locations throughout the Temporary Terminal. The fare collection system will be provided by MTC.

**Signage and Wayfinding.** The Temporary Terminal project will include a comprehensive signage and wayfinding package to facilitate passenger movement in and around the Temporary Terminal. This package will include posted notifications at the existing Transbay Terminal prior to the relocation of transit operations, as well as signage and wayfinding during all phases of work. The TJPA coordinated with the MTC Hub Signage Program and is implementing concepts of MTC's Hub Signage Study that is currently in development.

**Street Improvements and Paving.** The Temporary Terminal and Bus Storage projects will include street improvements and paving along anticipated bus travel routes. For the Temporary Terminal, the affected areas include the perimeter streets around the project site (Howard, Main, Folsom, and Beale streets) as well as the bus routes to and from the Bay Bridge along Folsom Street.

**Traffic Modifications.** The project will include the reconfiguration of sidewalks, driveways, traffic lanes, signage, signaling, and striping necessary to modify both pedestrian and vehicular circulation in and around the Temporary Terminal.

**Landscaping.** The project will include a modest amount of landscaping along the perimeter and on the central passenger island. The scope includes the storage and moving of palm trees from the nursery and their installation and maintenance. The TJPA presented landscaping concepts to the Redevelopment Agency CAC and made revisions to address its concerns.



## TRANSBAY TRANSIT CENTER PROGRAM

### Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate

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#### Estimate Summary:

<b>Description</b>	<b>Amount</b>
Building Abatement and Demolition	\$ 474,700
Site Preparation	\$ 986,700
Utilities	\$ 428,900
Surface Improvements	\$ 2,256,400
Electrical/Communications/Security	\$ 978,200
Minor Site Structures	\$ 33,900
Signage	\$ 774,600
Fencing	\$ 54,400
Landscaping	\$ 200,400
Site Furnishings	\$ 266,000
City Street Repairs	\$ 1,721,400
Traffic Signal and Street Lighting	\$ 1,093,900
Overhead Contact (OCS) Modifications	\$ 3,447,900
Canopies	\$ 2,592,500
Site Structures	\$ 2,780,400
Class 1 RCRA Hazardous Waste Disposal	\$ 90,000
Class 1 non-RCRA Waste Disposal	\$ 1,120,000
Demobilize and Remobilize after Ramps Demo	\$ 100,000
Allowance for Unforeseen Conditions	\$ 100,000
Allowance for SFPD for Traffic Control	\$ 100,000
<b>Subtotal Construction Contract</b>	<b>\$ 19,600,300</b>
Allowance for DPT - Shop and Phase 2 Striping by DPT	\$ 225,500
Allowance for Landscaping by others	\$ 100,000
Allowance for Muni Construction Management	\$ 400,000
Allowance for Construction Change Orders	\$ 1,960,030
Allowance for Materials Testing and Special Inspection	in TMI Contract
Allowance for Systems and Transit Testing	\$ 300,000
<b>Total Gross Funding Requirement</b>	<b>\$ 22,585,830</b>
<b>Rounded to</b>	<b>\$ 23,000,000</b>
<b>Amount to be backcharged to DPW</b>	<b>\$ 350,000</b>
<b>Net Funding Required</b>	<b>\$ 22,650,000</b>

## **TRANSBAY TRANSIT CENTER PROGRAM**

### **Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate**

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#### **Commissioning Agent Scope**

The Commissioning Agent will provide all of the services typically used to review design, oversee completion, and document the effective commissioning of the building systems, including the services necessary to assure achievement of Leadership in Energy and Environmental Design (LEED) Credit EA3 (Enhanced Commissioning). Because of the LEED credit and the overall sustainability goals of the Program, the Commissioning Agent will be involved in the new Transit Center project from the beginning of the design development phase through post-construction.

#### Milestone Schedule

Issue RFP	October 2008
Receive Bids	November 2008
Evaluate and Make Recommendation	January 2009
Award	January 2009
Issue NTP	January 2009
Design Phase	February 2009 – December 2011
Construction Phase	June 2010 – January 2014
Post Acceptance Phase	December 2014

#### Design Phase (Design Development and Construction Documents)

During the Design Phase, the Commissioning Agent will perform focused reviews of the design, drawings and specifications. In addition, prior to the mid-point of the construction documents phase, the Commissioning Agent will conduct at a minimum one commissioning design review of the Owner's Project Requirements (OPR), Basis of Design (BOD), and design documents and back-check the review comments in subsequent design submissions.

#### Construction Phase

During the Construction Phase, the Commissioning Agent will:

- a. Review contractor submittals applicable to systems being commissioned for compliance with the OPR and BOD. This review shall be concurrent with A/E reviews and submitted to the design team and the TJPA.
- b. Oversee and provide input to the development of a systems manual that provides future operating staff the information needed to understand and optimally operate the commissioned systems.
- c. Verify that the requirements for training operating personnel and building occupants are completed as required by the CM/GC.
- d. Work in conjunction with the CM/GC to coordinate all testing, inspecting and site-specific activities pertaining to commissioning. The Commissioning Agent must also ensure that all commissioning activities are incorporated into the construction schedule.
- e. Review requests for information and change orders for their impact on commissioning and owner's objectives.
- f. Compile a commissioning report documenting the satisfactory completion of the commissioning process and training including all appropriate records, exceptions, and recommendations.

## **TRANSBAY TRANSIT CENTER PROGRAM**

### **Temporary Terminal Construction and Commissioning Agent - Scope, Schedule and Estimate**

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#### Post Acceptance Phase

During this phase, within 10 months after substantial completion, the Commissioning Agent shall participate in reviewing building operations with operations and maintenance staff and building occupants. This will include a plan for the resolution of outstanding commissioning-related issues.

#### Systems to be Commissioned

Systems to be commissioned may include but not be limited to:

- Central building automation system
- All equipment of the heating, ventilating and air conditioning systems
- Scheduled or occupancy sensor lighting controls
- Daylight dimming controls
- Refrigeration systems
- Emergency power generators and automatic transfer switching
- Uninterruptible power supply systems
- Life safety systems (fire alarm, egress pressurization, fire protection)
- Electrical
- Domestic, grey and other water systems
- Equipment sound controls and testing
- Data and communication
- Paging systems
- Security systems
- Irrigation
- Plumbing
- Vertical transportation
- Building envelope

#### Cost of Commissioning Agent

\$850,000. This funding will be spent from FY2009 through FY2014.

#### RFP

A draft of the Commissioning Agent RFP will be available in October 2008. At that time it will be sent to MTC and the SFCTA.