



RESOLUTION ALLOCATING \$6,774,400 IN PROP K FUNDS, WITH CONDITIONS, FOR THE DOWNTOWN RAIL EXTENSION, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULE AND AMENDING THE PROP K STRATEGIC PLAN

WHEREAS, The Transportation Authority received one Prop K request for \$6,774,400, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The request seeks funds from the following Prop K Expenditure Plan category: Downtown Extension to Rebuilt Transbay Terminal; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has programmed funds for the aforementioned Expenditure Plan category in the Prop K Strategic Plan ; and

WHEREAS, The Transbay Joint Powers Authority's request for the Downtown Rail Extension (DTX) project requires a concurrent Prop K Strategic Plan amendment to advance \$4,150,503 programmed for the DTX in Fiscal Year (FY) 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17 in the Downtown Extension to Rebuilt Transbay Terminal category and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for construction of Phase 2 (DTX); and

WHEREAS, The requested Strategic Plan amendment, along with the amendments approved by the Board on September 27 (R17-07), with which its financial impacts were calculated, would result in a negligible increase (0.19%) to the amount of available funds spent on financing for the program as a whole; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended



allocating a total of \$6,774,400 in Prop K funds, with conditions, for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2016/17 budget to cover the proposed action; and

WHEREAS, At its September 7, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 20, 2016, the Plans and Programs Committee reviewed the subject request and recommended approval of the staff recommendation; and

WHEREAS, At its September 27, 2016 meeting, after discussion on the item, the Transportation Authority Board approved a motion amending the staff recommendation to defer the TJPA's Downtown Rail Extension request - to allow time for additional information to be provided and additional discussion; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Downtown Extension to Rebuilt Transbay Terminal category of the Prop K Strategic Plan to advance \$4,150,503 programmed for the DTX in Fiscal Year (FY) 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17 and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for construction of Phase 2 (DTX); as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$6,774,400 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation



request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Strategic Plan and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.



Attachments (6):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Form
6. Proposed Amended Strategic Plan

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	TJPA	Downtown Rail Extension	\$ 6,774,400		\$ 176,134,322	86%	96%	Design	6
TOTAL				\$ 6,774,400	\$ -	\$ 176,134,322	86%	96%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	Requested funds will be used for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), which is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 includes a 1.3 mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion.
TOTAL			\$ 6,774,400	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	<p>Special Conditions: 1.) Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal Expenditure Plan line item. The amendment would advance \$4,150,503 programmed for the DTX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. The request also requires an exception to the Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.</p> <p>2.) The recommendation also includes the condition that the TJPA agrees to the attached oversight protocol for Phases 1 and Phase 2. TJPA has agreed to the oversight protocol, which is already being implemented.</p> <p>3.) If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope, including potentially ceasing work on certain elements.</p>
TOTAL			\$ 6,774,400	\$ -	

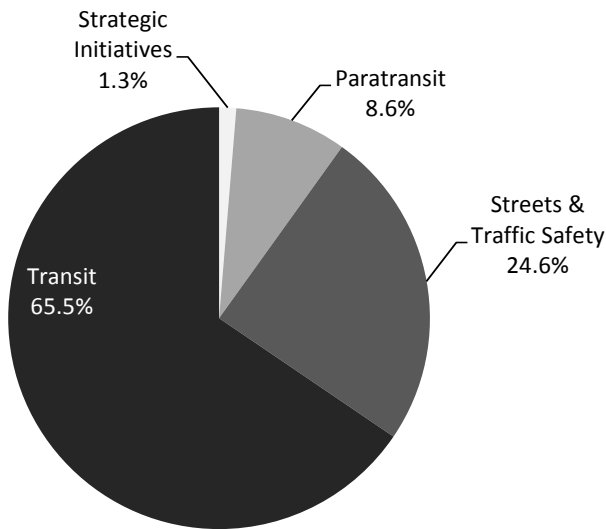
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

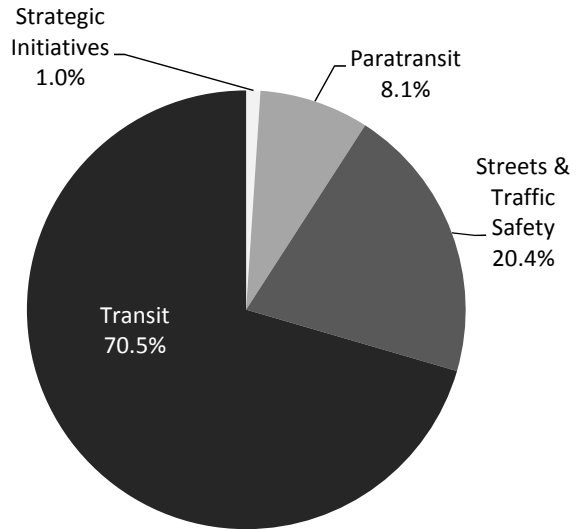
PROP K SALES TAX		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 88,081,768	\$ 44,099,551	\$ 31,352,768	\$ 12,184,349	\$ 445,100	\$ -
Current Request(s)	\$ 6,774,400	\$ 4,064,640	\$ 2,709,760	\$ -	\$ -	\$ -
New Total Allocations	\$ 94,856,168	\$ 48,164,191	\$ 34,062,528	\$ 12,184,349	\$ 445,100	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2016/17

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

Prop K EP Line Number (Primary): 5 **Current Prop K Request:** \$ 6,774,400

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

Brief Project Description (type below)

Phase 2 of the Transbay Transit Center Program is a 1.3 mile Downtown Rail Extension (DTX) tunnel that will extend Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center. The DTX will also provide the tracks and build-out of the below-grade train station facilities to deliver California High-Speed Rail Authority's (CHSRA) future high-speed service to the new transit center.

Detailed Scope, Project Benefits and Community Outreach (type below)

Following on the SEIR/SEIS, the proposed scope will bring design of the DTX to 30% for new elements of the project and bring modified elements back up to 30% design. Examples of new elements include an underground BART/Muni pedestrian connector, vent structures, an Intercity Bus Facility, and a tunnel box at the south end to receive a future underground approach by high-speed rail. Modified elements includes items such as a relocated underground station at 4th and Townsend which is now under Townsend rather than the Caltrain yard, allowing for potential future development of the yard. The scope also includes updating design of the tunnels and underpinning of structures, and developing staging plans and bottom-up cost estimates. The work is scheduled to be complete by December 2017. See attached Word document for details.

Project Location (type below)

First & Mission Streets, San Francisco, CA

Project Phase (select dropdown below)

Design Engineering (PS&E)

Map or Drawings Attached? Yes

Other Items Attached? Yes

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

5YPP/STRATEGIC PLAN INFORMATION

**Type of Project in the Prop K
5YPP/Prop AA Strategic Plan?** Named Project

**Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan?** Greater than Programmed Amount

Prop K SP/5YPP Amount:	\$	<u>2,623,898</u>	Prop AA Strategic Plan Amount:	
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Please describe and justify the necessary amendment:

The Prop K Strategic Plan amendment to the Caltrain Downtown Extension to a Rebuilt Transbay Terminal category would advance \$4,150,503 programmed for the Caltrain Downtown Extension in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. SFCTA staff supports the recommended request, which requires an exception to this policy, now that Phase 1 is fully funded and appears on track to be delivered within the revised budget. Further, the proposed scope will enable TJPA to bring all program elements to 30% design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX. Completion of the scope as scheduled is necessary to support a revenue service date of late 2025, a goal set by TJPA in order to receive high speed rail.

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Prop K/Prop AA Allocation Request Form
Background and Scope**

Background and Project Benefits

The Transbay Transit Center Program (Program) is an approximately \$6 billion program to replace the former Transbay Terminal at First and Mission streets in downtown San Francisco with a modern regional transit hub that will connect eight Bay Area counties and the State of California through eleven transit systems including Caltrain commuter rail and the future California High-Speed Rail system from San Francisco to Los Angeles.

The Program is being constructed in two phases. Phase 1 includes design and construction of the above-grade portion of the Transit Center, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 will complete the build-out of the below-grade train station facilities at the Transit Center and build the Downtown Rail Extension (DTX) tunnel, a new underground station along the DTX alignment, and an intercity bus facility.

Phase 2 will provide the following public benefits:

- Improve access to rail services and enhance San Francisco's accessibility to a local and regional workforce
- Enhance connectivity between Caltrain and other major transit services
- Create the northern terminus for the state's future high-speed rail system
- Build a new intercity bus station next to the Transit Center for Greyhound, Amtrak and other regional bus service providers
- Contribute to improved regional air quality by attracting thousands of new transit riders and reducing the number of vehicles on Highways 101 and 280

Current Request

Preliminary engineering (PE) (30% design level) for many components of Phase 2, including the Fourth and Townsend Street Station, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Other factors that informed the SEIS/EIR include new code requirements – necessitating the emergency egress not be through hatches in the sidewalks, as well as requirements determined during the threat and vulnerability assessment. Additionally, requests from the City were honored by relocating the Fourth and Townsend Underground Station further into the public right-of-way to allow for potential future development at the Fourth and King rail yard, and the inclusion of a “tunnel stub” to allow for a future underground connection to the Downtown Rail Extension (including future grade separation) while minimizing operational impacts. Financial factors also informed the SEIS/EIR with the selection of the shortest BART/Muni Pedestrian Connector and the potential for event parking at the Bus Storage Facility. Further design work on these new or modified elements as outlined below will be required to return the full DTX design and bring all Phase 2 elements to the 30% PE level. At the TJPA's June 2016 Board of Directors meeting, the Board directed TJPA staff to move forward with the following next steps in support of Phase 2:

- Complete 30% PE drawings
- Update right-of-way estimate

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Prop K/Prop AA Allocation Request Form
Background and Scope**

- Update ridership study
- Perform risk assessment
- Peer review funding plan
- Update Program cost estimate
- Peer review 2016 cost estimate
- Complete development of funding plan
- Select delivery method
- Update budget
- Continue coordination with the City on the Railyard Alternatives and I-280 Boulevard Feasibility Study, Caltrain and CHSRA

The current request would fund preliminary engineering, program management/program controls, financial and right-of-way consultants, and a TJPA staff person for these next steps for Phase 2, as described in detail below.

Preliminary Engineering (PE) *Parsons Transportation Group*

The Downtown Extension designer, Parsons Transportation Group, will continue preliminary engineering (PE) to full 30% level. This contract was renewed by the TJPA Board in 2014. Completion of the necessary tasks is estimated at \$5.7 million for FY2016-17; this request is for **\$5,029,000** as \$671,000 remains in Prop K Resolution 15-01. Tasks will include the following:

- A. Project Management
 1. Submission of monthly status report with each monthly invoice, indicating work performed on each of the approved tasks for which payment is being requested
 2. Project meetings (e.g., TJPA staff or Board meetings)
 3. Scheduling
 4. Quality Control and Quality Assurance
 5. Other Direct Costs as requested and/or agreed by TJPA
- B. Coordination with Transbay Transit Center (TTC) Designers and Train Operators
 1. Continue ongoing coordination with train operators:
 - a. Provide coordination with CHSRA and Caltrain including:
 - i. Coordination on operator criteria and programmatic requirements
 - ii. Support for the design by Caltrain of modifications to the existing Fourth and King Caltrain station
 2. Continue ongoing coordination with other TTC team members including:
 - a. Coordination of Phase 2 train systems provisions
 - b. Coordination of DTX/TTC structural interface
 - c. Other as-needed coordination

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Background and Scope

3. Additional as-needed work could include:
 - a. Coordination meetings between project teams
 - b. Train operations planning, simulations and reviews
 - c. Analysis of Caltrain and CHSRA rolling stock impact to planned DTX infrastructure, including station platforms and clearances
 - d. Identification of recommended revisions for criteria including but not limited to applicable code updates, vehicle dynamic envelope and fire-life safety
 - e. Review and comment on design criteria changes with respect to project design, construction cost and schedule implications
4. Assistance to TJPA with financing alternatives including:
 - a. Performing additional estimates
 - b. Meeting with potential financing partners
 - c. Evaluation of feasibility of financing options
- C. Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Bay Area Rapid Transit (BART), California Public Utilities Commission (CPUC), Other Utilities, & SEIS/EIR Study Coordination
 1. As-needed SEIS/EIR coordination with FTA and FRA
 2. Coordinate with BART on the BART/Muni Pedestrian Connector
 3. Support TJPA with coordination with CPUC on at-grade crossings
 4. Coordinate with private utilities as necessary
- D. Other Coordination with City and County of San Francisco (City)
 1. Continue ongoing coordination with the City Planning Department regarding accommodating proposed joint development at emergency ventilation/exit facility sites
 2. Continue ongoing coordination with San Francisco Public Utilities Commission (SFPUC) for proposed DTX sewer relocations and interface with new major SFPUC facilities in project area
 3. Coordination with San Francisco Municipal Transportation Agency (SFMTA) Muni Central Subway project for provisions for light rail crossing over future DTX cut-and-cover tunnel
 4. Coordinate reviews of DTX fire-life safety planning with San Francisco Fire Department and, if necessary, the State Fire Marshal
 5. Coordination with other City agencies, as needed
- E. Right-of-Way Support
 1. Continue ongoing coordination with adjacent property developments and, if necessary, the City Department of Building Inspection to protect DTX from adverse impacts along its alignment
 2. Continue ongoing coordination and engineering support for DTX right-of-way: Provide engineering support including structural engineering studies and cost estimates in support of TJPA property acquisition activities, including:

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Background and Scope

- a. Preparation of a conceptual design technical memorandum on underpinning constructability
 - b. Preparation of geotechnical baseline memoranda
 - c. Preparation of PE underpinning design plans
- F. Preliminary Engineering Design Work and Updates for DTX

As noted above, some elements of the Phase 2 design were previously at the 30% design level. Elements below that include an asterisk (*) are elements that have been modified since 2010 and that require updating to reach the 30% design level. Elements with a double asterisk (**) are new scope items, or items that were deferred in 2010, that require a greater design effort to achieve the 30% design level. One exception is the Fourth and Townsend Street Station, which was at the 30% design level in 2010 but requires a full redesign, due to changes in alignment and configuration at the request of the City and Caltrain.

- 1. ** Civil – Streetwork
 - a. Prepare technical memoranda on the City’s street improvement plans on Second Street
 - b. Prepare technical memoranda for at-grade street crossings at Mission Bay Drive and 16th Street
 - c. Prepare PE streetwork plans
- 2. * Civil – Utilities
 - a. Protection planning for AT&T manholes
 - b. Prepare technical memoranda to support PE cost estimate update
 - c. Support advance utility relocation package scoping
 - d. Update PE utility relocation plans
 - e. Define temporary utility relocations
- 3. * Civil – SFPUC Sewer Relocation
 - a. Support Fifth Street sewer relocation study
 - b. Prepare technical memoranda to summarize coordination with SFPUC
 - c. Update Sixth Street sewer relocation plans
 - d. As-needed development of Fifth Street sewer relocation plans
- 4. ** Civil – Traffic
 - a. As-needed traffic engineering support of TJPA coordination with the City and CPUC
 - b. Prepare technical memoranda for at-grade crossing traffic engineering
 - c. Prepare Traffic Management Plan
- 5. * Track Configuration
 - a. Update PE plans and profile reference files for realigned Fourth and Townsend Street Station
 - b. Update DTX crossover arrangements
 - c. Prepare conceptual alignment plan and profile of at-grade Caltrain track modifications including interlocking, maintenance-of-way tracks, and turnback tracks
 - d. Complete PE plan and profile including precise alignment control tables
- 6. * Mined Tunnel
 - a. As-needed support
 - b. Update PE construction staging plans

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7. * Structural – Throat Cut-and-Cover
 - a. Prepare conceptual level details for the TTC interface and update typical sections in the PE plans
 - b. Prepare technical memoranda and concept for support-in-place of major utilities
 - c. Complete details to PE level
8. * Structural – Cut-and-Cover East of Fourth and Townsend Street Station
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE plans
9. * Fourth and Townsend Street Station
 - a. Complete structural and architectural PE design of underground station structure
 - b. Perform mezzanine sizing study to avoid Fifth Street sewer
 - c. Complete remaining details to PE level
10. * Structural – Cut-and-Cover West of Fourth and Townsend Street Station, U-wall, and Tunnel Stub
 - a. Complete conceptual engineering plan and profile
 - b. Prepare technical memoranda on cut-and-cover to support PE cost estimate update
 - c. Perform impact analysis for U-wall/tunnel stub adjacent to I-280 Sixth Street off-ramp foundations
 - d. Update/develop PE plans
11. ** Ventilation/Emergency Exit Structures
 - a. Prepare structural and architectural PE design plans for new site at 699 Third Street/180 Townsend Street
 - b. Prepare technical memoranda to support taller superstructure at Second and Harrison site
 - c. Update structural and architectural PE plans for Second and Harrison site
12. ** Structural – SFMTA Central Subway Bridging Structure
 - a. Prepare conceptual design and technical memoranda to support PE cost estimate update
 - b. Prepare PE plans
13. ** Fire-Life Safety (FLS)
 - a. Develop a mechanical PE design for 699 Third/180 Townsend emergency ventilation and Fourth and Townsend Street Station emergency ventilation
 - b. Perform computational fluid dynamics (CFD) FLS modeling for Fourth and Townsend Street Station
 - c. Perform SES FLS modeling for DTX tunnel
 - d. Perform pedestrian flow/exit analysis for Fourth and Townsend Street Station
 - e. Update mechanical PE design plans for Second and Harrison ventilation/ emergency exiting structure
 - f. Prepare technical memoranda on water/air mechanical systems to support the PE cost estimate update
 - g. Update water/air mechanical systems PE plans
14. * Systems – Tunnel Electrical
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE plans

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15. * Systems – Overhead Catenary Systems (OCS)
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Update PE OCS plans
 - c. Complete PE design of TTC OCS
 16. ** Systems - Signals
 - a. Update PE Phase 1 Conceptual Engineering single line schematic plans
 - b. Coordinate latest signal equipment space provisions with tunnel and Fourth and Townsend Street Station designs
 - c. Prepare technical memoranda to support PE cost estimate update
 - d. Prepare PE design double-line drawings
 17. ** Systems – Communications
 - a. Prepare technical memoranda to support PE cost estimate update
 - b. Coordinate with Phase 2 planning
 - c. Prepare PE plans:
 - Intrusion Detection/Access Control Systems
 - CCTV Systems
 - Telephone System
 - Public Address/Variable Message Sign System
 - Radio System
 - SCADA System
 - Voice/Fire Alarm System
 18. Preliminary Engineering Report
 - a. Update PE report and summarize technical memoranda
- G. Conceptual Engineering Design Work for BART/Muni Pedestrian Connector
1. Prepare conceptual design memoranda to support cost estimate
 2. Prepare technical memoranda on streetwork, utilities, traffic, structural design, architectural design, and FLS to support cost estimate
 3. Prepare conceptual design plans of cut-and-cover structure and interface structure
 4. Prepare conceptual street reconstruction, utility relocation, structural (cut-and-cover and interface structure), and architectural (Connector, receiving structures, and mid-block emergency egress structure including electrical and lighting plans) plans
 5. Develop Traffic Management Plan
 6. Prepare geotechnical baseline memoranda
 7. Prepare programming document
 8. Perform code analysis
 9. Develop FLS and exiting strategy
 10. Perform pedestrian flow/exit analysis
 11. Perform CFD and SES FLS modeling
 12. Prepare Conceptual Engineering Report

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- a. Summarize technical memoranda in a report

H. DTX Preliminary Engineering Cost Estimate Update

1. Update the DTX cost estimate based on the rate refresh update prepared in June 2016 and new quantities based on new engineering, including BART/Muni Pedestrian Connector conceptual design

Exclusions:

1. Final Design
2. Technical Specifications
3. Design-Build Contract Documents (in the event that Design-Build is the chosen delivery method)

Program Management/Program Controls (PMPC) *AECOM (URS)*

The PMPC provides a variety of services and reports to augment TJPA staff in implementing the Transbay Transit Center Program. Specific tasks include program management services, program implementation and support, program controls management, quality assurance and control implementation, risk management program implementation, document control, administrative support, and project management for Phases 1 and 2 of the Program. The contract was awarded in 2013. This funding request is for **\$858,500** for the following tasks (total estimated cost \$1,290,000, but \$431,500 remains in Prop K Resolution 15-01):

A. Phase 2 Program Management

1. Program Management
 - a. Project meetings
 - b. Project controls support, including an update to the Phase 2 Budget
 - c. Program coordination support
 - d. Utility coordination support
2. DTX Project Management
 - a. Contribute to monthly PMPC status reports
 - b. Project meetings
 - c. Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for Phase 2, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget
 - d. Maintain an issue-action tracking system to facilitate timely decision-making
 - e. Manage the DTX design consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC design consultant, and correspondence on technical project issues
 - f. Refine and validate design constraints, criteria, and standards with the engineering design team as requested by TJPA. Complete, maintain and update design criteria as necessary

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- g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
 - h. Provide support for supplemental environmental studies
 - i. Coordinate with train operators and outside agencies (i.e., SFPUC for sewer interfaces, SFMTA for Central Subway interface, City Planning and Office of Community Investment and Infrastructure for potential joint development parcels and the RAB Study, BART for BART/Muni Pedestrian Connector)
 - j. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
 - k. Manage interfaces between Phase 2 components and other component projects of the Program
3. Document Management and Administrative Support
- a. Record keeping and submittal logging
 - b. Document retrieval and issuance to support project or outside agency requests
 - c. Technical and editorial reviews of project documents, letters, and presentations
- B. Ridership Study (by Cambridge)
- a. Update the 2008 Cambridge Systematics ridership estimates
- C. Perform risk assessment (with Faithful and Gould)
- D. Update Phase 2 cost estimate (with TBD Consultants)
- E. Peer review 2016 cost estimate (with Saylor Consulting)
- F. Advise on and assist TJPA in selection of delivery method (with AECOM)

Right-of-Way ***TBD***

TJPA will be engaging a right-of-way consultant or an appraiser to update the Phase 2 right-of-way cost estimate. Estimated cost: **\$120,000**

Phase 2 Funding Plan ***Sperry Capital***

TJPA's financial consultants will assist TJPA staff in completing development of the Phase 2 funding plan. Estimated cost: **\$150,000**

Phase 2 ***TJPA Staff***

TJPA plans to hire one full-time staff person to manage Phase 2 work efforts. This would be a program manager level position, with a salary range of \$204,360 to \$257,920. TJPA's benefit rate is approximate 35% of salary. Estimated cost: \$218,000 salary plus \$76,300 benefits = **\$294,300**

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Downtown Rail Extension

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering as proposed in this request.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Downtown Rail Extension

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 4,150,503	\$ 2,623,898	\$ -	\$ 6,774,400
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 4,150,503	\$ 2,623,898	\$ -	\$ 6,774,400

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	See attached		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166	\$ -		Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 6,774,400	\$ -	TJPA Approved Budget for Phase 2
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 3,935,051,564	\$ 6,774,400	\$ -	

% Complete of Design: 58% as of 5/31/2016
 Expected Useful Life: 70 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 6,774,400	\$ -	\$ -	\$ -	\$ -	\$ 6,774,400
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Design Engineering Phase:

- Provide total labor cost by agency, consultant costs, other direct costs, contract procurement(s), and contingency.

Project Name: Downtown Rail Extension

PROJECT BUDGET - DESIGN

BUDGET SUMMARY

Agency/Consultant	Total	% of Total
Parsons (Designer)	\$ 5,029,000	74.2%
AECOM (PMPC)	\$ 858,500	12.7%
Financial Consultant	\$ 150,000	2.2%
ROW Consultant	\$ 120,000	1.8%
TJPA Staff	\$ 294,300	4.3%
Contingency	\$ 322,600	4.8%
Total	\$ 6,774,400	100.0%

DETAILED LABOR COST ESTIMATE - BY AGENCY

TJPA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Program Manager (Ph II)	2,080	\$ 104.80	\$ 1.35	\$ 141.48	1	\$ 294,278
Total	2,080	\$ 105	\$ 1	\$ 141	1	\$ 294,278

2016 Phase 2 Cost Estimate (in year of expenditure dollars)

		Direct Costs	Design Contingency	Total Cost
Phase 2				
DTX				\$1,467,777,900
	Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
	Segment 9 At Grade Trackway	\$707,000		\$707,000
	Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
	Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
	Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
	Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
	Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
	Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
	Segment 2 Transit Center	\$889,000		\$889,000
	Trackworks	\$82,775,000		\$82,775,000
	Systems	\$92,662,000		\$92,662,000
	Allowances	\$90,162,000		\$90,162,000
	Design Contingency		\$199,551,900	\$199,551,900
	Allowance for Properties Demolition	\$3,000,000		\$3,000,000
	Tunnel Stub Box	\$99,876,000	included	\$99,876,000
	DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
Transit Center Building (TCB)				\$247,203,907
	Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
	Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
	Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
	Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
	IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
	Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
	Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
Subtotal DTX and TCB Construction excluding escalation		\$1,503,991,865	\$210,990,942	\$1,714,981,807
	DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
Subtotal DTX and TCB Construction including escalation				\$2,298,239,643
	ROW**			\$266,200,000
	Programwide @ 22.5% of above excluding ROW			\$517,103,920
Subtotal Program Costs				\$3,081,543,562
	Construction Contingency @ 10%			\$229,823,964
Program Reserve @ 15% of Subtotal Program Costs				\$462,231,534
Total Program Cost excluding BART/Muni Pedestrian Connector				\$3,773,599,061
	BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
	BART/Muni Pedestrian Connector - Escalation			\$37,249,236
	BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
	BART/Muni Pedestrian Connector Total Cost			\$161,452,503
Total Program Cost including BART/Muni Pedestrian Connector		\$1,613,517,632	\$210,990,942	\$3,935,051,564

* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

** ROW number was last updated with the 2013 Phase 2 cost estimate

Phase 2 Funding

Phase 2 Potential Funding (<i>in \$ millions</i>)	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos*	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges **or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
TOTAL POTENTIAL FUNDS	\$5,479 - \$11,164	\$3,369 - \$4,664

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/19/2017 **Res. No:** 17-07 **Res. Date:** 9/27/2016

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 6,774,400	Design Engineering (PS&E)
	Total:		\$ 6,774,400	

Total Prop K Funds: \$ 6,774,400

Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 6/30/2018 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2016 Res. No: _____ Res. Date: _____

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

Deliverables:

1. Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category. The amendment would advance \$4,150,503 programmed for the DTX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. Further, the recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.
2. As a condition of this allocation, the TJPA will agree to the attached oversight protocol for Phase 1 and Phase 2 of the Caltrain Downtown Extension to a Rebuilt Transbay Terminal project.
3. One of the scope components of the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) involves reviewing construction methods and rail alignment configurations for the DTX, and seeking opportunities to fund and build the project more cost effectively. If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain scope elements.
4. _____

Notes:

1. _____
2. _____

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/19/2017 **Res. No:** 17-07 **Res. Date:** 9/27/2016

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project

Reviewer: CP

SGA PROJECT NUMBER

Sponsor: Transbay Joint Powers Authority

SGA Project Number: 105-914028 **Name:** Downtown Rail Extension

Phase: _____ **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$4,064,640	\$2,709,760				\$6,774,400

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 6,774,400

Current Prop AA Request: \$ -

Project Name: Downtown Rail Extension

Grant Recipient: Transbay Joint Powers Authority

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p><i>sdd</i></p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

Chief Financial Officer

Phone: 415.597.4617

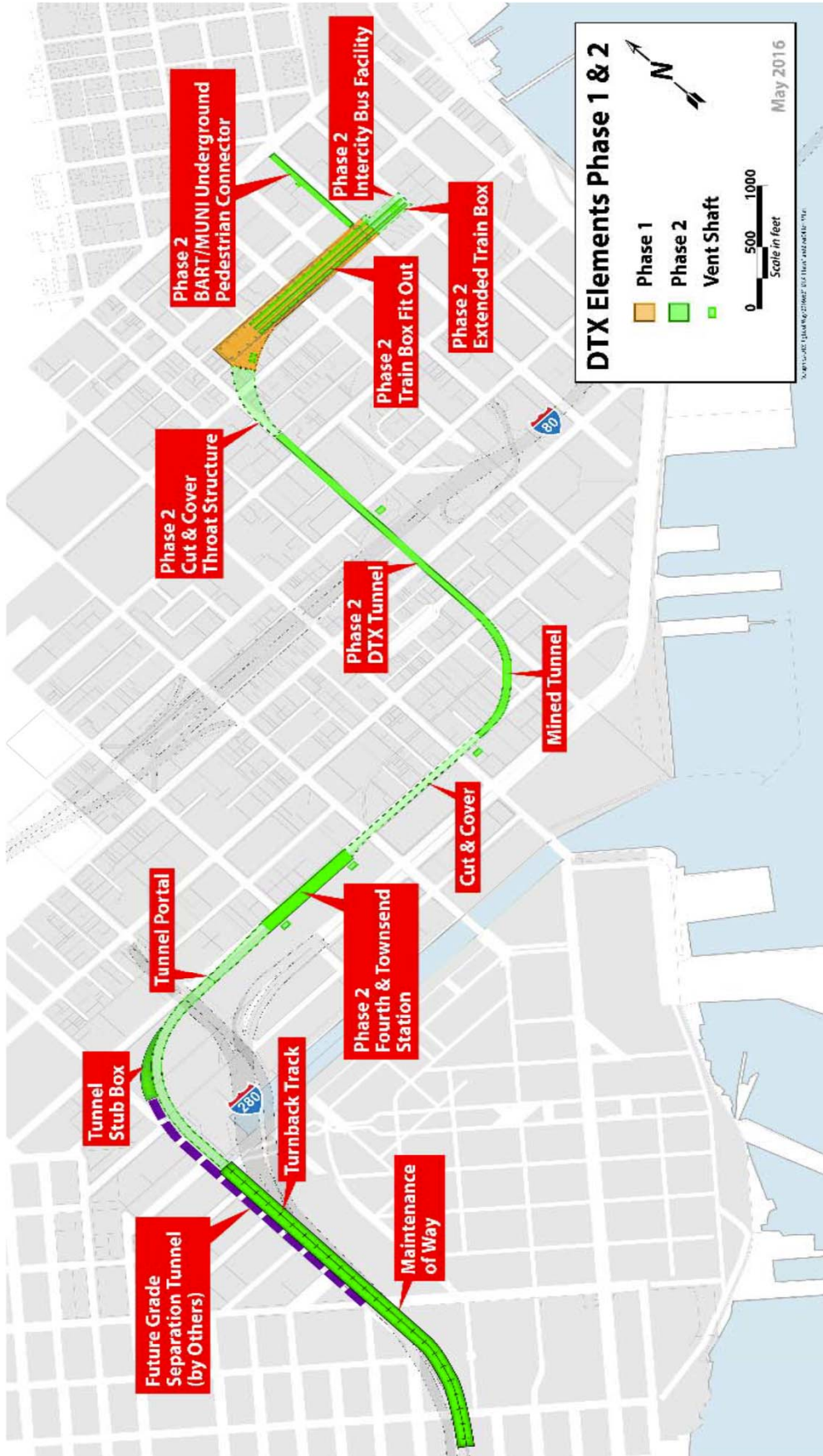
415.597.4039

Email: bdykes@transbaycenter.org

sdebord@transbaycenter.org

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

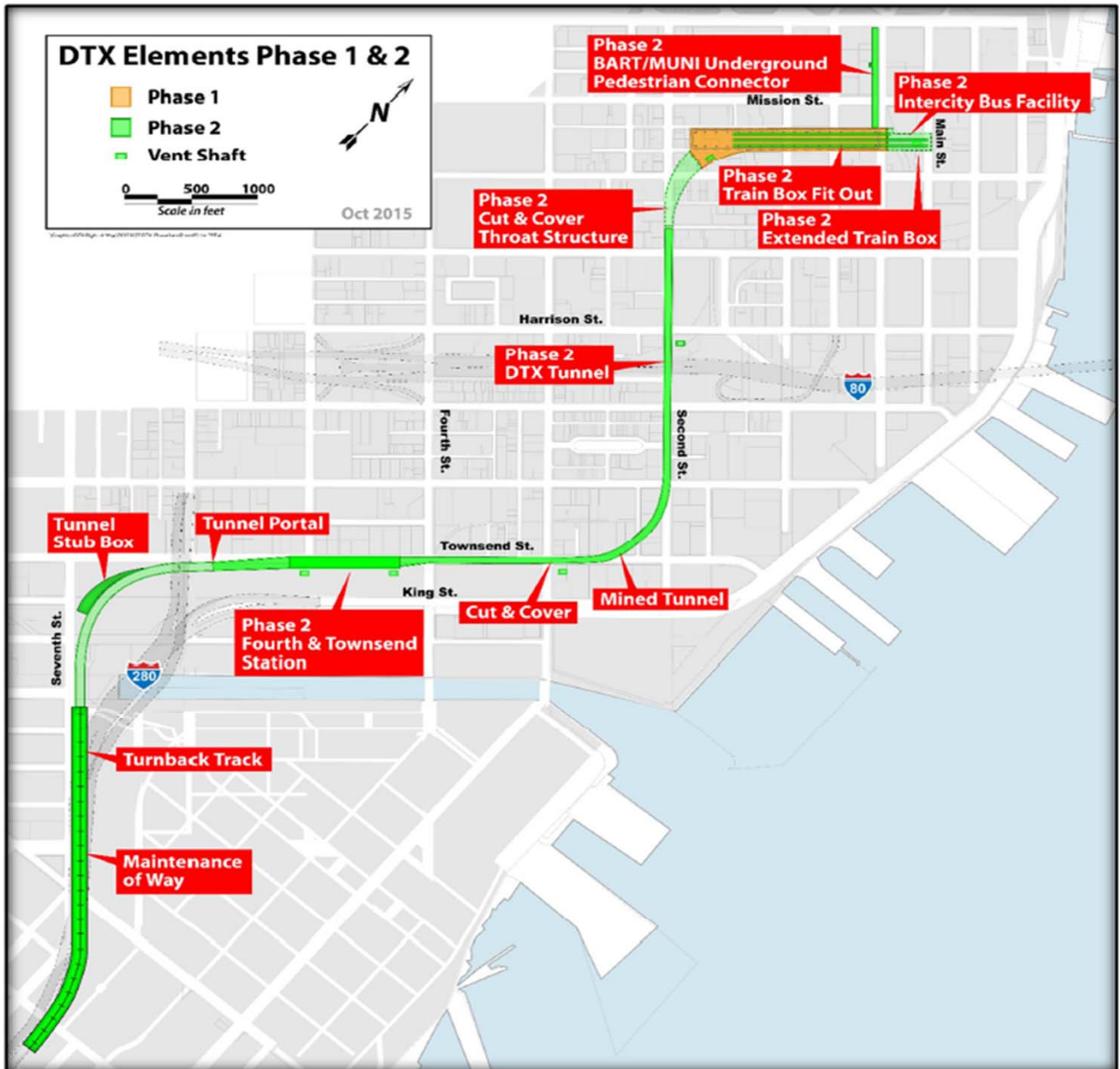
MAPS AND DRAWINGS



Please see T JPA Board Report from June 9, 2016 at:

http://transbaycenter.org/uploads/2016/06/Item13_DTX-Phase-2.pdf

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form



**SFCTA OVERSIGHT PROTOCOL FOR
THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION**

This oversight protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power. Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval

Attachment 6. Proposed Amended Strategic Plan

Pending September 2016 Board Action

Pending January 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)												
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,754,309	8.68%	Programming \$ 223,176,073 Finance Costs \$ 25,943,429 Total \$ 249,119,502	\$ 1,343,948 \$ 704,341 \$ 2,048,288	\$ - \$ 2,657,479 \$ 2,657,479	\$ - \$ 1,935,427 \$ 1,935,427	\$ - \$ 1,598,262 \$ 1,598,262	\$ - \$ 3,192,915 \$ 3,192,915	\$ - \$ 2,760,727 \$ 2,760,727	\$ - \$ 2,471,822 \$ 2,471,822	\$ - \$ 1,986,154 \$ 1,986,154
6	Electrification	\$ 25,765,517	15.25%	Programming \$ 20,260,000 Finance Costs \$ 3,929,285 Total \$ 24,189,285	\$ - \$ 83,354 \$ 83,354	\$ - \$ 319,983 \$ 319,983	\$ - \$ 239,837 \$ 239,837	\$ - \$ 205,122 \$ 205,122	\$ - \$ 427,140 \$ 427,140	\$ - \$ 388,659 \$ 388,659	\$ - \$ 370,936 \$ 370,936	\$ - \$ 324,054 \$ 324,054
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	Programming \$ 19,024,458 Finance Costs \$ 1,950,335 Total \$ 20,974,793	\$ 1,139,558 \$ 18,002 \$ 1,157,560	\$ 1,173,745 \$ 85,505 \$ 1,259,250	\$ 1,208,957 \$ 77,631 \$ 1,286,588	\$ 1,295,226 \$ 80,236 \$ 1,375,462	\$ 1,332,583 \$ 202,936 \$ 1,535,519	\$ 1,371,060 \$ 222,495 \$ 1,593,555	\$ 1,410,692 \$ 255,072 \$ 1,665,764	\$ - \$ 239,528 \$ 239,528
22M	Guideways - MUNI	\$ 308,337,545	3.94%	Programming \$ 291,660,626 Finance Costs \$ 12,138,267 Total \$ 303,798,893	\$ 5,680,012 \$ 178,235 \$ 5,858,247	\$ 4,231,380 \$ 631,643 \$ 4,863,023	\$ 13,392,656 \$ 471,173 \$ 13,863,829	\$ 7,800,000 \$ 507,339 \$ 8,307,339	\$ 8,034,000 \$ 1,258,775 \$ 9,292,775	\$ 8,275,020 \$ 1,170,788 \$ 9,445,808	\$ 8,523,271 \$ 1,146,727 \$ 9,669,998	\$ 8,778,969 \$ 1,029,226 \$ 9,808,195
TOTAL		\$ 658,322,675	6.68%	Programming \$ 554,121,157 Finance Costs \$ 43,961,315 Total \$ 598,082,473	\$ 8,163,518 \$ 983,932 \$ 9,147,449	\$ 5,405,125 \$ 3,694,611 \$ 9,099,736	\$ 14,601,613 \$ 2,724,067 \$ 17,325,680	\$ 9,095,226 \$ 2,390,959 \$ 11,486,185	\$ 9,366,583 \$ 5,081,766 \$ 14,448,349	\$ 9,646,080 \$ 4,542,669 \$ 14,188,749	\$ 9,933,963 \$ 4,244,558 \$ 14,178,520	\$ 8,778,969 \$ 3,578,962 \$ 12,357,931
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)												
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,751,839	9.35%	Programming \$ 223,176,073 Finance Costs \$ 27,923,238 Total \$ 251,099,311	\$ 6,774,400 \$ 761,497 \$ 7,535,897	\$ - \$ 2,742,038 \$ 2,742,038	\$ - \$ 1,993,980 \$ 1,993,980	\$ - \$ 1,651,178 \$ 1,651,178	\$ - \$ 3,379,887 \$ 3,379,887	\$ - \$ 2,942,509 \$ 2,942,509	\$ - \$ 2,660,857 \$ 2,660,857	\$ - \$ 2,179,050 \$ 2,179,050
6	Electrification	\$ 25,765,304	17.45%	Programming \$ 20,900,000 Finance Costs \$ 4,494,943 Total \$ 25,394,943	\$ 4,040,000 \$ 90,584 \$ 4,130,584	\$ - \$ 333,847 \$ 333,847	\$ - \$ 249,716 \$ 249,716	\$ - \$ 213,963 \$ 213,963	\$ - \$ 455,811 \$ 455,811	\$ - \$ 416,598 \$ 416,598	\$ - \$ 399,913 \$ 399,913	\$ - \$ 353,599 \$ 353,599
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,094	8.63%	Programming \$ 19,024,458 Finance Costs \$ 2,198,194 Total \$ 21,222,652	\$ 2,109,105 \$ 22,031 \$ 2,131,136	\$ 1,173,745 \$ 111,293 \$ 1,285,038	\$ 1,208,957 \$ 97,669 \$ 1,306,626	\$ 1,295,226 \$ 98,329 \$ 1,393,555	\$ 1,332,583 \$ 247,733 \$ 1,580,316	\$ 1,371,060 \$ 266,544 \$ 1,637,604	\$ 1,411,145 \$ 289,961 \$ 1,701,106	\$ - \$ 247,128 \$ 247,128
22M	Guideways - MUNI	\$ 308,334,996	5.78%	Programming \$ 291,660,626 Finance Costs \$ 17,808,188 Total \$ 309,468,814	\$ 10,874,512 \$ 195,772 \$ 11,070,284	\$ 5,835,380 \$ 767,633 \$ 6,603,013	\$ 12,492,656 \$ 566,736 \$ 13,059,392	\$ 7,800,000 \$ 584,634 \$ 8,384,634	\$ 8,034,000 \$ 1,527,372 \$ 9,561,372	\$ 8,275,020 \$ 1,434,892 \$ 9,709,912	\$ 8,523,271 \$ 1,422,586 \$ 9,945,857	\$ 8,778,969 \$ 1,201,864 \$ 10,080,833
TOTAL		\$ 658,317,233	7.96%	Programming \$ 554,761,157 Finance Costs \$ 52,424,563 Total \$ 607,185,720	\$ 23,798,017 \$ 1,069,884 \$ 24,867,901	\$ 7,009,125 \$ 3,954,812 \$ 10,963,937	\$ 13,701,613 \$ 2,908,101 \$ 16,609,714	\$ 9,095,226 \$ 2,548,103 \$ 11,643,329	\$ 9,366,583 \$ 5,610,803 \$ 14,977,386	\$ 9,646,080 \$ 5,060,543 \$ 14,706,623	\$ 8,964,416 \$ 4,773,313 \$ 13,737,729	\$ 8,778,969 \$ 4,081,641 \$ 12,860,610
Change												
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ (2,470)	0.66%	Programming \$ (1) Finance Costs \$ 1,979,809 Total \$ 1,979,809	\$ 5,430,453 \$ 57,156 \$ 5,487,608	\$ - \$ 84,559 \$ 84,559	\$ - \$ 58,553 \$ 58,553	\$ - \$ 52,916 \$ 52,916	\$ - \$ 186,972 \$ 186,972	\$ - \$ 181,781 \$ 181,781	\$ - \$ 189,035 \$ 189,035	\$ - \$ 192,896 \$ 192,896
6	Electrification	\$ (213)	2.20%	Programming \$ 640,000 Finance Costs \$ 565,658 Total \$ 1,205,658	\$ 4,040,000 \$ 7,230 \$ 4,047,230	\$ - \$ 13,864 \$ 13,864	\$ - \$ 9,879 \$ 9,879	\$ - \$ 8,841 \$ 8,841	\$ - \$ 28,671 \$ 28,671	\$ - \$ 27,939 \$ 27,939	\$ - \$ 28,977 \$ 28,977	\$ - \$ 29,545 \$ 29,545
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	Programming \$ - Finance Costs \$ 247,859 Total \$ 247,859	\$ 969,547 \$ 1,029 \$ 973,576	\$ - \$ 25,788 \$ 25,788	\$ - \$ 20,039 \$ 20,039	\$ - \$ 18,093 \$ 18,093	\$ - \$ 44,797 \$ 44,797	\$ - \$ 44,049 \$ 44,049	\$ - \$ 34,888 \$ 34,888	\$ - \$ 7,600 \$ 7,600
22M	Guideways - MUNI	\$ (2,549)	1.84%	Programming \$ - Finance Costs \$ 5,669,921 Total \$ 5,669,921	\$ 5,194,500 \$ 17,537 \$ 5,212,037	\$ 1,604,000 \$ 135,990 \$ 1,739,990	\$ (900,000) \$ 95,563 \$ (804,437)	\$ - \$ 77,295 \$ 77,295	\$ - \$ 268,598 \$ 268,598	\$ - \$ 264,104 \$ 264,104	\$ - \$ 275,856 \$ 275,856	\$ - \$ 272,638 \$ 272,638

Note: At its September 27, 2016 meeting the Transportation Authority Board approved requested amendments to the Electrification, New and Renovated Vehicles - PCJPB, and Guideways - MUNI categories, but deferred the Transbay Joint Powers Authority's Prop K allocation and Strategic Plan amendment requests for the Downtown Extension project.

Proposed Amended Strategic Plan

- Pending September 2016 Board Action

- Pending January 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34		
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)															
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,754,309	8.68%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173		
				\$ 1,522,761	\$ 1,153,477	\$ 857,641	\$ 438,855	\$ -	\$ -	\$ -	\$ -	\$ -			
				\$ 1,522,761	\$ 1,153,477	\$ 857,641	\$ 438,855	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173		
6	Electrification	\$ 25,765,517	15.25%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 278,115	\$ 248,550	\$ 245,084	\$ 217,085	\$ 191,115	\$ 164,606	\$ 123,896	\$ 74,116	\$ -			
				\$ 278,115	\$ 248,550	\$ 245,084	\$ 217,085	\$ 191,115	\$ 164,606	\$ 123,896	\$ 74,116	\$ -	\$ -		
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 197,282	\$ 166,855	\$ 151,774	\$ 119,810	\$ 85,406	\$ 41,099	\$ -	\$ -	\$ -	\$ -		
				\$ 197,282	\$ 166,855	\$ 151,774	\$ 119,810	\$ 85,406	\$ 41,099	\$ -	\$ -	\$ -	\$ -		
22M	Guideways - MUNI	\$ 308,337,545	3.94%	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 11,798,200		
				\$ 914,167	\$ 849,303	\$ 866,464	\$ 820,660	\$ 765,258	\$ 669,086	\$ 505,061	\$ 297,903	\$ -	\$ -		
				\$ 9,956,505	\$ 10,162,911	\$ 10,459,480	\$ 10,701,467	\$ 10,942,489	\$ 11,151,634	\$ 11,302,085	\$ 11,418,838	\$ 11,454,563	\$ 11,798,200		
TOTAL				\$ 658,322,675	6.68%	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 41,959,373
				\$ 2,912,326	\$ 2,418,185	\$ 2,120,963	\$ 1,596,410	\$ 1,041,779	\$ 874,792	\$ 628,957	\$ 372,019	\$ -	\$ -		
				\$ 11,954,664	\$ 11,731,793	\$ 11,713,979	\$ 11,477,217	\$ 11,219,010	\$ 11,357,339	\$ 11,425,981	\$ 11,492,954	\$ 11,454,563	\$ 41,959,373		
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)															
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,751,839	9.35%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,010,670		
				\$ 1,705,401	\$ 1,337,878	\$ 1,069,851	\$ 659,273	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 1,705,401	\$ 1,337,878	\$ 1,069,851	\$ 659,273	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,010,670	
6	Electrification	\$ 25,765,304	17.45%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 306,005	\$ 276,553	\$ 277,176	\$ 249,038	\$ 225,168	\$ 208,231	\$ 173,271	\$ 139,322	\$ 107,048	\$ -		
				\$ 306,005	\$ 276,553	\$ 277,176	\$ 249,038	\$ 225,168	\$ 208,231	\$ 173,271	\$ 139,322	\$ 107,048	\$ -		
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,094	8.63%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 204,255	\$ 173,760	\$ 159,710	\$ 127,408	\$ 93,627	\$ 52,294	\$ -	\$ -	\$ -	\$ -		
				\$ 204,255	\$ 173,760	\$ 159,710	\$ 127,408	\$ 93,627	\$ 52,294	\$ -	\$ -	\$ -	\$ -		
22M	Guideways - MUNI	\$ 308,334,996	5.78%	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700		
				\$ 1,174,539	\$ 1,112,788	\$ 1,168,644	\$ 1,130,747	\$ 1,099,067	\$ 1,078,433	\$ 977,296	\$ 929,295	\$ 1,233,308	\$ 49,473		
				\$ 10,216,937	\$ 10,426,396	\$ 10,761,660	\$ 11,011,554	\$ 11,276,298	\$ 11,569,981	\$ 11,774,320	\$ 12,050,280	\$ 12,487,871	\$ 5,949,172		
TOTAL				\$ 658,317,233	7.96%	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 31,910,370
				\$ 3,390,260	\$ 2,900,980	\$ 2,675,382	\$ 2,166,466	\$ 1,609,135	\$ 1,338,958	\$ 1,150,566	\$ 1,068,617	\$ 1,340,356	\$ 49,473		
				\$ 12,432,598	\$ 12,214,587	\$ 12,268,398	\$ 12,047,272	\$ 11,786,365	\$ 11,821,506	\$ 11,947,591	\$ 12,189,552	\$ 12,794,919	\$ 31,959,842		
Change															
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ (2,470)	0.66%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (4,150,503)		
				\$ 182,640	\$ 184,401	\$ 212,210	\$ 220,418	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 182,640	\$ 184,401	\$ 212,210	\$ 220,418	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (4,150,503)	
6	Electrification	\$ (213)	2.20%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 27,889	\$ 28,003	\$ 32,093	\$ 31,953	\$ 34,053	\$ 43,625	\$ 49,374	\$ 65,206	\$ 107,048	\$ -		
				\$ 27,889	\$ 28,003	\$ 32,093	\$ 31,953	\$ 34,053	\$ 43,625	\$ 49,374	\$ 65,206	\$ 107,048	\$ -		
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				\$ 6,973	\$ 6,905	\$ 7,936	\$ 7,597	\$ 8,222	\$ 11,195	\$ -	\$ -	\$ -	\$ -		
				\$ 6,973	\$ 6,905	\$ 7,936	\$ 7,597	\$ 8,222	\$ 11,195	\$ -	\$ -	\$ -	\$ -		
22M	Guideways - MUNI	\$ (2,549)	1.84%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,898,500)		
				\$ 260,432	\$ 263,485	\$ 302,180	\$ 310,087	\$ 333,809	\$ 409,346	\$ 472,235	\$ 631,392	\$ 1,233,308	\$ 49,473		
				\$ 260,432	\$ 263,485	\$ 302,180	\$ 310,087	\$ 333,809	\$ 409,346	\$ 472,235	\$ 631,392	\$ 1,233,308	\$ (5,849,027)		

Proposed Amended Strategic Plan

~~Pending September 2016 Board Action~~

Pending January 2017 Board Action

Prop K Total

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)					
	Prop K	\$ 2,922,185,976	8.37%	Programming	\$ 2,536,333,768
				Finance Costs	\$ 244,701,587
				Total	\$ 2,781,035,356
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)					
	Prop K	\$ 2,922,163,916	8.57%	Programming	\$ 2,536,973,768
				Finance Costs	\$ 250,339,081
				Total	\$ 2,787,312,849
Change					
	Prop K	\$ (22,060)	0.19%	Programming	\$ 640,000
				Finance Costs	\$ 5,637,494
				Total	\$ 6,277,493

Amendment 6 advances programming within the following expenditure line categories: 5, 6, 17P, 22M. Please see the Prop K Allocation and the EP 22M Strategic Plan Update memos for more details.



Memorandum

Date: 01.19.17 **RE:** Board
January 24, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy, Tang and Yee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *TSC*

Subject: **ACTION** – Allocate \$6,774,400 in Prop K Funds, with Conditions, for the Downtown Rail Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule

Summary

This request was presented at the September 27, 2016 Board meeting, where, after discussion on the item, Commissioner Peskin requested and the Board approved a motion amending the staff recommendation to defer the Transbay Joint Powers Authority's (TJPA's) Downtown Rail Extension (DTX) request to allow time for additional information to be provided and further discussion. TJPA and Transportation Authority staff have met with Chair Peskin to help address his concerns. As summarized in Attachments 1 and 2, the TJPA has requested \$6.8 million in Prop K sales tax funds for preliminary engineering and cost estimate updates for the DTX, which is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 includes a 1.3-mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high-speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion. Approval of the request requires amendment of the Prop K Strategic Plan to advance programmed funds. It also includes special conditions requiring TJPA to agree to an oversight protocol covering Phases 1 and 2, and allowing the Transportation Authority to cause work to be paused on the approved scope if the Transportation Authority Board endorses an alternative alignment for DTX so that the scope can be modified, as needed.

BACKGROUND

The Transbay Joint Powers Authority (TJPA) has requested \$6,774,400 for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), a 1.3-mile tunnel connecting the new Transbay Transit Center (TTC) with the current Caltrain terminus at Fourth and King Streets, for potential Board approval. As shown in Attachment 1, the request comes from the following Prop K Expenditure Plan line item:

- Downtown Extension to Rebuilt Transbay Terminal

The aforementioned category is a named project in the Prop K Expenditure Plan with its own line item

and does not require a 5-Year Prioritization Program as a prerequisite for allocation of funds.

This request was presented at the September 27, 2016 Board meeting, where, after discussion on the item, Commissioner Peskin requested and the Board approved a motion amending the staff recommendation to defer the TJPA's DTX request to allow time for additional information to be provided and additional discussion. TJPA and Transportation Authority staff have met with Chair Peskin to help address his concerns.

DISCUSSION

As summarized in Attachments 1 and 2, the TJPA has requested \$6.8 million in Prop K sales tax funds for preliminary engineering and cost estimate updates for the DTX, which is Phase 2 of the TTC Program. Phase 2 includes a 1.3-mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high-speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion.

Attachment 1 summarizes the request, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of the project. A detailed scope, schedule, budget and funding plan for the project is included in the Allocation Request Form (Attachment 5).

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the request, highlighting three special conditions included in the staff recommendation. First, the request requires an amendment of the Prop K Strategic Plan to advance \$4,795,598 in DTX programming to Fiscal Year (FY) 2016/17 from later years. This amendment also requires an exception to the Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. Second, the recommendation also includes the condition that the TJPA agrees to the attached oversight protocol for Phases 1 and Phase 2, which is modeled after the oversight protocol used for the Central Subway and which was recently developed for the Caltrain Electrification project. TJPA has agreed to the oversight protocol, which is already being implemented. The third and final condition states that if the Transportation Authority Board acts to endorse an alternate alignment for DTX, the Transportation Authority reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain elements.

Transportation Authority and TJPA staff will attend the Board meeting to respond to any questions that the Board members may have.

ALTERNATIVES

1. Allocate \$6,774,400 in Prop K funds, with conditions, for the subject request, subject to the attached Fiscal Year Cash Flow Distribution Schedule, as requested.
2. Allocate \$6,774,400 in Prop K funds, with conditions, for the subject request, subject to the attached Fiscal Year Cash Flow Distribution Schedule, with modifications.

3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 7, 2016 special meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$6,774,400 in FY 2016/17 Prop K sales tax funds, with conditions, for one request. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the Allocation Request Form (Attachment 5).

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment (Attachment 6) to advance \$4,795,598 in Prop K funds for the aforementioned project along with the amendments approved by the Board in September (R17-07), with which it was originally grouped, would be an estimated \$1,979,809 in additional financing costs. Together with the amendments approved by the Board on September 27, 2016 (R17-07) (financial impacts for these amendment were calculated simultaneously) the proposed amendment would result in a 0.19% increase in the percent of available funds spent on financing for the program as a whole, which we consider to be insignificant.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Allocate \$6,774,400 in Prop K Funds, with conditions, for the subject request, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (6):

1. Summary of Applications Received
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Form
6. Proposed Amended Strategic Plan