



# Memorandum

**Date:** 01.05.17 **RE:** Citizens Advisory Committee  
January 11, 2017

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Allocation of \$653,101 in Prop K Funds, with Conditions, to the Bay Area Rapid Transit District for the Balboa Park Station Eastside Connections – Additional Scope Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule

## Summary

As summarized in Attachments 1 and 2, the Bay Area Rapid Transit District (BART) has requested \$653,101 in Prop K sales tax funds for construction of additional scope for the Balboa Park Station Eastside Connections project. To help improve access to this busy and tightly constrained station, the original project, which is currently under construction, consists of connecting the eastside walkway with a new deck and headhouse structure, an accessible Muni Metro J/K boarding platform, and an accessible walkway to the station's entrance and MUNI Metro boarding area. This request would help fund \$2.4 million of additional improvements in the station, including retrofitting the concourse clerestory with new glazing to replace wooden panels that currently block window openings, as well as new lighting and ceilings throughout the concourse. Requested Prop K funds would leverage Measure RR BART Bond funds approved by voters in November 2016. The total project cost including the new scope is \$20.9 million, of which the Transportation Authority has allocated over \$4 million in Prop K and Lifeline Transportation Program funds to date. The project will be open for use by June 2018.

## BACKGROUND

The Bay Area Rapid Transit District (BART) has requested \$653,101 in Prop K sales tax funds for construction of additional scope elements for the Balboa Park Station Eastside Connections project. The existing scope of work, which is currently under construction and funded with over \$4 million in Prop K and Lifeline Transportation Program funds programmed by the Transportation Authority, includes an accessible connection to the westside walkway, a new eastside deck and headhouse structure, an accessible MUNI Metro J/K platform, and an accessible walkway to the BART entrance and MUNI Metro boarding area. The request comes from the following Prop K Expenditure Plan line item:

- BART Station Access, Safety and Capacity

Transportation Authority Board adoption of a Prop K 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from this programmatic category.

## DISCUSSION

The purpose of this memorandum is to present BART's request for \$653,101 in Prop K funds for the Balboa Park Station Eastside Connections project and to seek a motion of support to allocate the funds as requested. 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 attached Allocation Request Form.

This \$653,101 Prop K request would help fund \$2.4 million of additional improvements, including retrofitting the concourse clerestory with new glazing to replace wooden panels that currently block window openings, as well as lighting and constructing a new ceiling and lighting in the concourse area. Prop K funds would leverage Measure RR BART Bond funds approved by voters in November 2016, and a small amount of State Prop 1B funds.

The total project cost including the new scope is \$20.9 million of which the Transportation Authority will have provided nearly \$4.7 million in Prop K and Lifeline Transportation Program funds. The project will be open for use by June 2018.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendation for the request, highlighting special conditions and other items of interest. Transportation Authority and BART staff will attend the CAC meeting to provide a brief presentation and to respond to any questions that the CAC may have.

## ALTERNATIVES

1. Adopt a motion of support for the allocation of \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections Project – Additional Scope project, subject to the attached Fiscal Year Cash Flow Distribution Schedule, as requested.
2. Adopt a motion of support for the allocation of \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections – Additional Scope project, subject to the attached Fiscal Year Cash Flow Distribution Schedule, with modifications.
3. Defer action, pending additional information or further staff analysis.

## FINANCIAL IMPACTS

This action would allocate \$653,101 in Fiscal Year (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 attached Allocation Request Form.

The FY 2016/17 Prop K Allocation Summary (Attachment 4) shows the total allocations and annual cash flow commitments for approved FY 2016/17 allocations to date and for the recommended allocation that is the subject of this memorandum.

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

## RECOMMENDATION

Adopt a motion of support for the allocation of \$653,101 in Prop K funds, with conditions, to BART for the Balboa Park Station Eastside Connections – Additional Scope project, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (5):

1. Summary of Application Received
2. Project Description
3. Staff Recommendation
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Form

**Attachment 1: Summary of Applications Received**

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	8	BART	Balboa Park Station Eastside Connections - Additional Scope	\$ 653,101	\$ 17,925,000	90%	96%	Construction	11
<b>TOTAL</b>				<b>\$ 653,101</b>	<b>\$ 17,925,000</b>	<b>90%</b>	<b>96%</b>		

Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronyms: BART (Bay Area Rapid Transit)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
8	BART	Balboa Park Station Eastside Connections - Additional Scope	\$ 653,101	\$ -	Using the requested funds, Measure RR BART bond funds (2016) and state funds, BART will exercise a contract option to expand the scope of work for the subject project. The added scope (valued at \$2.4 million) includes retrofitting the station concourse clerestory with new windows and lighting, and installing new ceilings and lighting throughout the concourse area. The existing scope of work, which is currently under construction and funded with over \$4 million in Prop K and Lifeline Transportation Program funds allocated by the Transportation Authority, includes an accessible connection to the westside walkway, a new eastside deck and headhouse structure, MUNI Metro accessible J/K platform, and an accessible walkway to the BART entrance and MUNI Metro boarding area. The total project cost including the new scope is \$20.9 million. The project will be open for use by June 2018.
<b>TOTAL</b>			<b>\$ 653,101</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
8	BART	Balboa Park Station Eastside Connections - Additional Scope	\$ 653,101	\$ -	<p><b>5-Year Prioritization Program (5YPP) Amendment:</b> BART is requesting an amendment to the BART Station Access, Safety and Capacity 5YPP to fully fund the subject request. The amendment would reprogram \$243,101 in FY 2016/17 funds for the 24th and Mission Northeast Plaza Redesign project to the subject project, as the 24th Street plaza redesign will not be advancing in the near term. The 24th Street plaza programming would be made whole in FY 2018/19 with \$243,101 reprogrammed from Civic Center Station Improvements. A comprehensive Civic Center modernization project is not advancing in this 5YPP period. However, BART, SFMTA and SF Public Works are currently advancing canopy installation over the stairwells at the four downtown San Francisco BART/MUNI stations along with escalator upgrades and real-time transit information monitors.</p>
<b>TOTAL</b>			<b>\$ 653,101</b>	<b>\$ -</b>	

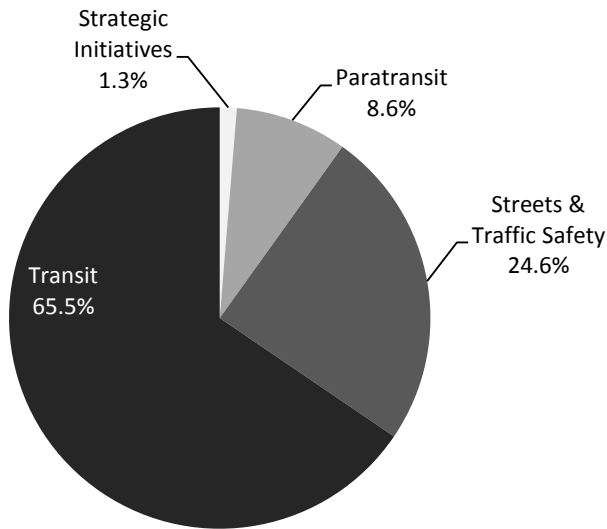
<sup>1</sup> See Attachment 1 for footnotes.

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

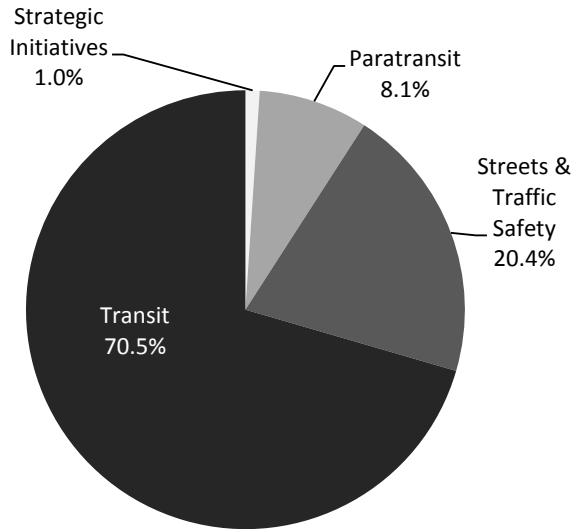
<b>PROP K SALES TAX</b>		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 88,081,768	\$ 44,099,551	\$ 31,352,768	\$ 12,184,349	\$ 445,100	\$ -
Current Request(s)	\$ 653,101	\$ -	\$ 400,000	\$ 253,101	\$ -	\$ -
New Total Allocations	\$ 88,734,869	\$ 44,099,551	\$ 31,752,768	\$ 12,437,450	\$ 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:** Balboa Park Station Eastside Connections - Additional Scope

**Grant Recipient:** Bay Area Rapid Transit District

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** BART Station Access, Safety and Capacity: (EP-8)

**Prop K EP Line Number (Primary):** 8      **Current Prop K Request:** \$ 653,101

**Prop K Other EP Line Numbers:** \_\_\_\_\_

**Supervisorial District(s):** District 11

**REQUEST**

**Brief Project Description (type below)**

Project would supplement the existing scope of the Balboa Park Eastside Connections project by retrofitting the station concourse clerestory with new windows, lighting, and ceiling treatment. The overall project will upgrade and modernize the station by improving station access, function, safety, security, and appearance, and improve the customer experience.

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

See attached.

**Project Location (type below)**

Balboa Park BART Station

**Project Phase (select dropdown below)**

Construction (CON)

**Map or Drawings Attached?**  Yes

**Other Items Attached?**  Yes

**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 5YPP Amount:** \$ 410,000      **Prop AA  
Strategic Plan  
Amount:** \_\_\_\_\_



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

**Please describe and justify the necessary amendment:**

BART is requesting an amendment to the BART Station Access, Safety and Capacity 5YPP to fully fund the subject request. The amendment would reprogram \$243,101 in FY 2016/17 funds for the 24th and Mission Northeast Plaza Redesign project to the subject project, as the 24th Street plaza redesign will not be advancing in the near term. The 24th Street plaza programming would be made whole in FY 2018/19 with \$243,101 reprogrammed from Civic Center Station Improvements. A comprehensive Civic Center modernization project is not advancing in this 5YPP period. However, BART, SFMTA and SF Public Works are currently advancing canopy installation over the stairwells at the four downtown San Francisco BART/MUNI stations along with escalator upgrades and real-time transit information monitors.

## **Balboa Park Station Eastside Connections – Additional Scope**

### **DETAILED SCOPE**

#### **Project Need**

The Balboa Park BART/Muni Station is one of the busiest intermodal transit facilities in the region. As the major hub for the southern part of San Francisco, the station serves more than 24,000 passengers daily with its four BART lines, multiple major local bus routes, and three light rail transit (LRT) lines. But access to the station, particularly for non-auto modes, is complicated by tightly squeezed station functions and by the nearby I-280 Geneva-Ocean Avenue interchange system, which has multiple on- and off-ramps that deliver heavy auto traffic to the station and its surrounding neighborhoods. The conflicts between fast-moving auto traffic and station-related movements, including bus operations, private vehicle passenger drop-off activity, and pedestrian crossings, detract from the station's ability to provide a high-quality passenger experience.

#### **Overall Project Description and Benefits**

To help address these issues, the Balboa Park Station Eastside Connections project consists of connecting the newly added eastside entrance plaza with the addition of a new Muni platform on the eastside of the BART Balboa Park Station while updating the existing station architecture to suit its new role as a major entrance with the addition of improved lighting, signage and access to the station concourse. Key features include:

- New east side Muni passenger boarding platform
- New pedestrian bridge connecting east side to west side of station
- New lighting
- Ceiling treatment
- Signage and separation barrier between free/paid area
- Wall finishes
- Improve overall appearance of station concourse area
- Muni passenger will have safer access to BART station
- BART patrons will have direct access from east side to west side of station and vice versa
- Enable easier access to the station and Muni bus connections
- Improved security with new lighting

Since 2010, the Transportation Authority has allocated \$2.2 million in Prop K funds and \$1.9 million in Lifeline Transportation Program funds to BART for this project.

BART awarded the construction contract to Proven Management, Inc. in November 2015.

Accomplishments to-date include:

- Contractor is continuing with submittals and Site Specific Work Plan approval.
- Resident Engineer is working with Contractor, BART, and MUNI to coordinate work for the SFMTA elevated platform. Demolition of existing SFMTA platform and sidewalk adjacent to SFMTA track has been completed. Excavation has begun for the new Overhead Catenary Support poles.
- Work on demolition of existing granite panel in the BART station continues over the M2 track
- Demolition of portions of the station superstructure wall have been completed
- Wayfinding: Finalized 100% Plans and Specifications. Designer is incorporating comments from District Architect into IFB package.

## Current Request

The awarded construction contract included four optional work packages authorized by the BART Board, subject to funding availability. The requested \$653,101 in Prop K funds would leverage \$1.8 million in BART funds to fund construction option #3 for \$2.4 million. Due to the limited amount of funding available to award the Options, Option #3 was prioritized for award over the other 3 options. The four work options are summarized below:

Option #3 - Retrofit Concourse Clerestory- new glazing at window opening, lighting, bird netting, etc., new ceiling & lighting Concourse area

Option #4 - Install louvers, vent system, change sliding panels, other miscellaneous work

Option #5 - Install new travertine stone wall panels - South Concourse, install new "image" glazing at South Concourse Head wall

Option #6 - Clean clerestory exterior walls, replace damaged skylight

Option #3 will complement the base Balboa Park Eastside Connections construction work by improving the comfort and appearance of the station. The concourse clerestory was originally designed to provide natural lighting and spacious feeling to the concourse area, however, the original materials were replaced with lower-cost opaque wooden panels that have contributed to a dark station environment. These wooden panels and other parts of the station ceiling are deteriorating and retrofitting them under the existing construction contract provides an opportunity to make a valuable improvement to the comfort and appearance of the station.

Overall, since the previous Prop K request, the Balboa Park Eastside Connections project budget / forecast has increased from approximately \$15M to \$21M (which includes the proposed contract Option #3 at \$2.4M) due to the addition of SFMTA-related scope of \$1.6M, a contracting environment where bids are coming in higher than the engineer's estimate, and a \$1.2M increase in the corresponding Project and Change Order contingency amounts.

## Outreach

BART has been issuing passenger bulletins prior to and during construction informing patrons of the project. BART has also set up a website <http://www.bart.gov/about/projects/balboa> indicating the progress of the project and any pertinent information regarding the work.

Balboa Park Eastside Connection (BPESC)– 2016 Outreach Efforts include:

- Briefing provided for Supervisor John Avalos on current project status of BPESC Project (Jan 2016)
- Sponsored and staffed BART booth at Glen Park Neighborhood Association and provided public information about the BPESC Project. (April 2016)
- Sponsored and staffed BART booth at the Excelsior Art & Music Festival providing the neighborhood with updated information about the BPESC project. (October 2016)
- Work closely with SFMTA counterparts to discuss temporary entrance closure, public outreach plan for closure and signage (Oct 2016)
- In-Station Outreach at Balboa Park Station to customers to share Station Modernization & Eastside Connection progress (June 2016)
- District 11 Council – Provide update on project progress (June 2016)
- Quarterly Presentations to Balboa Park Community Advisory Council (BPCAC) – Jan /Mar/ June / Aug / Sept 2016

- Staff briefing for Supervisor John Avalos to discuss BPESC Project status, and planned weekend BART closures for summer 2016 from DC to Balboa Park to Glen Park (June 2016)
- City College & Lick Wilmerding – Outreach E-blasts to update west side walkway users
- BART participation at BART / City & County of SF Quarterly Coordination meetings (includes: SFMTA / DPW / Mayor’s Office / SFCTA / BART staff
- Outreach to Cayuga Park Improvement Association – Attended neighborhood meeting and provided project update (July 16)
- Outreach to OMI Neighborhood – Attended neighborhood Monthly Meeting and provided project update – (July 18)
- Attend Monthly meetings with Mayor’s Office of Neighborhood Services (MONS) to provide project updates to city service providers (311, Park & Rec, SFMTA, SFDPW, SFPD, etc.)
- Co-Host of Balboa Park Community meeting (SFMTA, Mayors Office, Developer & Partners) – staffed table with BART information to share with public (Oct 2016)

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

**Project Name:** Balboa Park Station Eastside Connections - Additional Scope

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Categorically Exempt

**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)	Jul-Sep	2013	Jan-Mar	2014
Environmental Studies (PA&ED)	Jul-Sep	2010	Jan-Mar	2011
Right-of-Way				
Design Engineering (PS&E)	Apr-Jun	2014	Apr-Jun	2015
Advertise Construction	Jul-Sep	2015		
Start Construction (e.g. Award Contract)	Oct-Dec	2015		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2018
Project Completion (means last eligible expenditure)			Jan-Mar	2019

**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.

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

**Project Name:** Balboa Park Station Eastside Connections - Additional Scope

**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	\$ 243,101	\$ 410,000	\$ -	\$ 653,101
BART Measure RR	\$ -	\$ 1,421,899	\$ -	\$ 1,421,899
Prop 1B	\$ -	\$ 350,000	\$ -	\$ 350,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 243,101</b>	<b>\$ 2,181,899</b>	<b>\$ -</b>	<b>\$ 2,425,000</b>

This is the funding plan for the supplemental scope addressed in this request, not the full construction phase.

**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	\$ -	\$ 653,101	\$ 2,230,000	\$ 2,883,101
Lifeline - STA	\$ -	\$ -	\$ 747,440	\$ 747,440
Lifeline - Prop 1B	\$ -	\$ -	\$ 1,503,610	\$ 1,503,610
Prop 1B PTMISEA	\$ -	\$ -	\$ 14,370,000	\$ 14,370,000
BART Measure RR	\$ -	\$ -	\$ 1,421,899	\$ 1,421,899
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ 653,101</b>	<b>\$ 20,272,949</b>	<b>\$ 20,926,050</b>

**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)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 3,001,050	\$ -	\$ -	
Construction (CON)	\$ 17,925,000	\$ 653,101	\$ -	
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 20,926,050</b>	<b>\$ 653,101</b>	<b>\$ -</b>	

% Complete of Design:  as of   
 Expected Useful Life:  Years

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

**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.

<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ -	\$ 400,000	\$ 253,101	\$ -	\$ -	\$ <b>653,101</b>
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**  
**Project Name: Balboa Park Station Eastside Connections - Additional Scope**

MAJOR LINE ITEM BUDGET	
BUDGET - CONSTRUCTION PHASE	
TASK	Totals
Construction Contract + Option #3	\$ 11,187,000
Change Order contingency (5% of construction phase)	\$ 918,000
Wayfinding construction contract	\$ 1,500,000
<b>Subtotal construction contract</b>	<b>\$ 13,605,000</b>
Design Svcs During Construction	\$ -
Construction Management, Safety Monitors (17% of construction phase)	\$ 3,000,000
Project contingency (7% of construction phase)	\$ 1,320,000
<b>Total construction phase</b>	<b>\$ 17,925,000</b>

**CONSTRUCTION CONTRACT ELEMENTS**

Task	Quantity	Unit	Unit Price	Total
1. Differing Site Conditions	1	Allowance	\$ 450,000	\$ 450,000
2. Partnering	1	Allowance	\$ 20,000	\$ 20,000
3. Operating System Delays	1	Allowance	\$ 100,000	\$ 100,000
4. Haz-Mat handling and disposal	1	Allowance	\$ 250,000	\$ 250,000
5. SFMTA coordination	1	Allowance	\$ 75,000	\$ 75,000
6. Signage for Better BART	1	Allowance	\$ 20,000	\$ 20,000
7. Mobilization	1	L.S.	\$ 850,000	\$ 850,000
8. SFMTA Electrical Work	1	L.S.	\$ 135,000	\$ 135,000
9. SFMTA Overhead Special Work at Crossover Track	1	L.S.	\$ 200,000	\$ 200,000
10. SFMTA Provide Trolley Pole	4	Each	\$ 60,000	\$ 240,000
11. SFMTA remove & dispose of trolley poles & fdns	4	Each	\$ 8,000	\$ 32,000
12. All other demolition	1	L.S.	\$ 300,000	\$ 300,000
13. Metal Fabrication	1	L.S.	\$ 575,000	\$ 575,000
14. New East Walkway & SFMTA platform CIP concrete & rebar	1	L.S.	\$ 1,000,000	\$ 1,000,000
15. New Eastside Entrance Headhouse structural steel frame	1	L.S.	\$ 1,300,000	\$ 1,300,000
16. Conversion/retrofit of exist. planter to pedestrian bridge	1	L.S.	\$ 100,000	\$ 100,000
17. New Concourse floor in-fill	1	L.S.	\$ 400,000	\$ 400,000
18. Intumescent fire proofing coating	1	L.S.	\$ 300,000	\$ 300,000
19. Glazed aluminum curtain wall	1	L.S.	\$ 290,000	\$ 290,000
20. Image glazing	1	L.S.	\$ 65,000	\$ 65,000



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

21. Glazed/sloped Aluminum roof & fall protection safety measures	1	L.S.	\$ 390,000	\$ 390,000
22. Overhead bi-fold door systems	1	L.S.	\$ 650,000	\$ 650,000
23. Tony Sacco Memorial wall	1	L.S.	\$ 70,000	\$ 70,000
24. Other base work	1	L.S.	\$ 435,000	\$ 435,000
25. All electrical related work	1	L.S.	\$ 470,000	\$ 470,000
26. Civil work incl. excavation & back fill	1	L.S.	\$ 45,000.00	\$ 45,000
<b>SUBTOTAL</b>				<b>\$ 8,762,000</b>
<b>Option #3 (Subject of this request)</b>				
27. Clerestory glazing infill at high bay / skylight section, Framed linear soffit with high bay led fixtures, Pigeon protection	1	L.S.	\$ 375,000	\$ 375,000
28. Suspended metal ceiling with recessed down lights throughout concourse level, Ticketing area skylight, and TVM cabinet soffit modification	1	L.S.	\$ 1,900,000	\$ 1,900,000
29. Allowance for differing site conditions	1	L.S.	\$ 150,000	\$ 150,000
<b>Option #3 SUBTOTAL</b>	1	L.S.	<b>\$ 2,425,000</b>	<b>\$ 2,425,000</b>
<b>Contingency</b>				<b>\$ 918,000</b>
<b>Eastside Walkway Contract Total</b>				<b>\$ 12,105,000</b>
<b>Wayfinding construction contract Total</b>				<b>\$ 1,500,000</b>



**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:** 1/5/2017      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Balboa Park Station Eastside Connections - Additional Scope

**Grant Recipient:** Bay Area Rapid Transit District

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	73.07%	No Prop AA
Actual Leveraging - This Project	86.22%	No Prop AA

**SFCTA Project**    P&PD  
**Reviewer:** \_\_\_\_\_

**SGA PROJECT NUMBER**

**Sponsor:** Bay Area Rapid Transit District

**SGA Project Number:** 108-xxxxxx      **Name:** Balboa Park Station Eastside Connections - Additional Scope

**Phase:** Construction (CON)      **Fund Share:** 26.93%

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		\$400,000	\$ 253,101			<b>\$653,101</b>

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 653,101

**Current Prop AA Request:** \$ -

**Project Name:** Balboa Park Station Eastside Connections - Additional Scope

**Grant Recipient:** Bay Area Rapid Transit District

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.

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


**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Michael Wong

Todd Morgan

Title: Project Manager

Principal Financial Analyst

Phone: 510-464-6497

510-464-6551

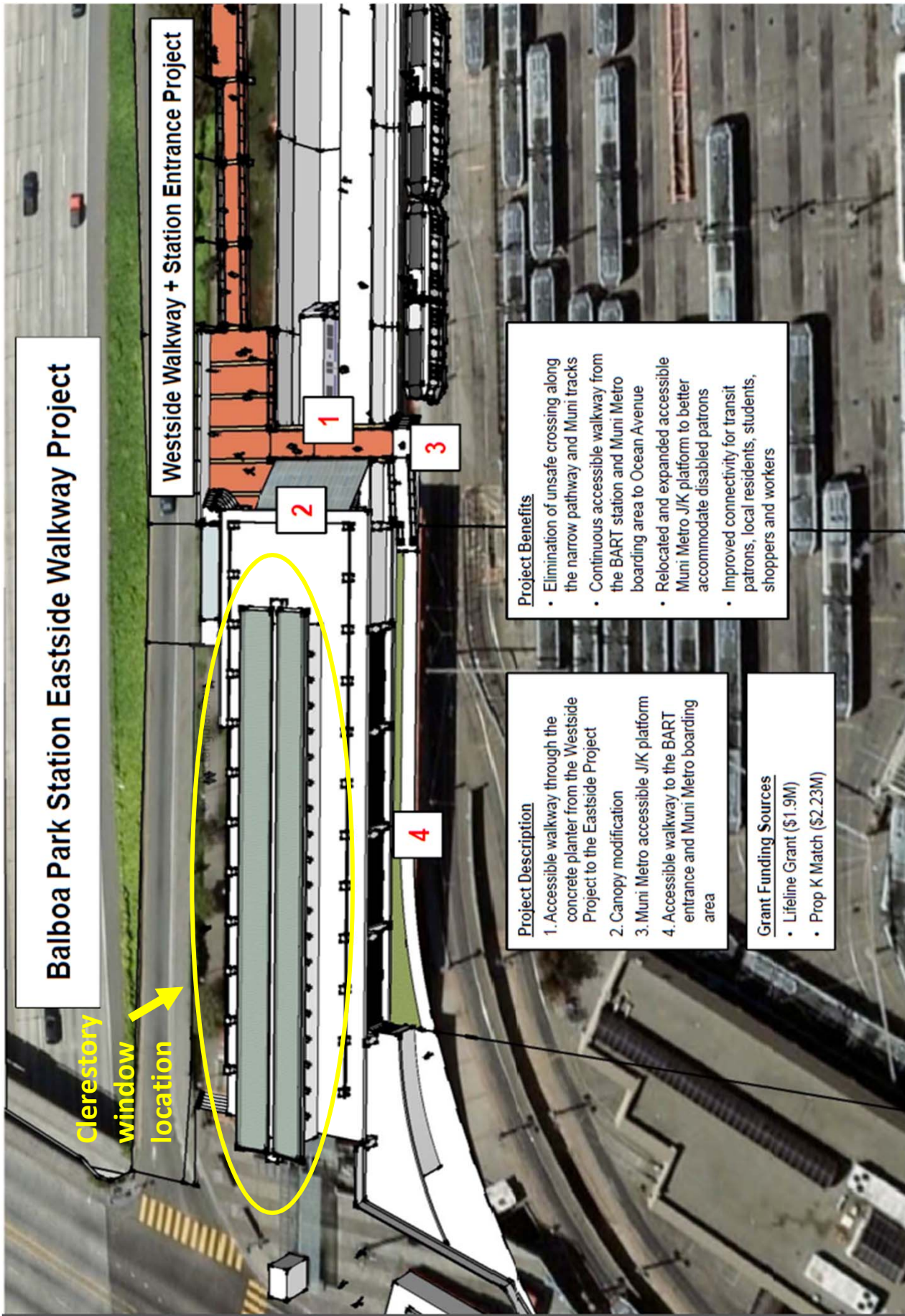
Email: [mwong@bart.gov](mailto:mwong@bart.gov)

[tmorgan@bart.gov](mailto:tmorgan@bart.gov)

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

Vicinity of Balboa Park Station





**Balboa Park Station Eastside Walkway Project**

Clerestory window location

**Westside Walkway + Station Entrance Project**

Project Description

1. Accessible walkway through the concrete planter from the Westside Project to the Eastside Project
2. Canopy modification
3. Muni Metro accessible J/K platform
4. Accessible walkway to the BART entrance and Muni Metro boarding area

Grant Funding Sources

- Lifeline Grant (\$1.9M)
- Prop K Match (\$2.23M)

Project Benefits

- Elimination of unsafe crossing along the narrow pathway and Muni tracks
- Continuous accessible walkway from the BART station and Muni Metro boarding area to Ocean Avenue
- Relocated and expanded accessible Muni Metro J/K platform to better accommodate disabled patrons
- Improved connectivity for transit patrons, local residents, students, shoppers and workers

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



Eastside Connections accessible path and new headhouse (base project)



Station interior with retrofitted glass clerestory windows (included in Option #3)





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

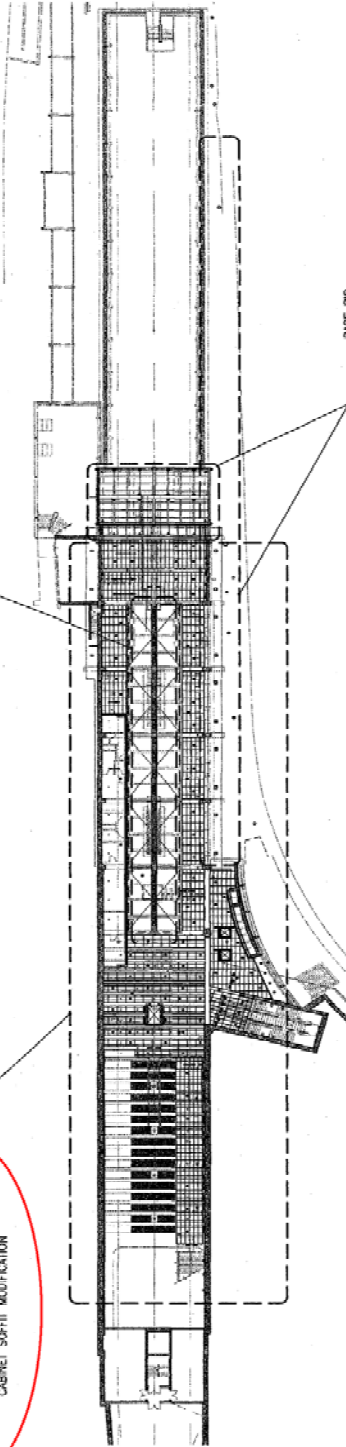


**ADD. ALTERNATE #3B**

- SUSPENDED METAL CEILING WITH RECESSED DOWN LIGHTS THROUGHOUT CONCOURSE LEVEL IN AREAS INDICATED
- TESTING AREA SPLITLIGHT AND TWIN CABINET SOFFIT MODIFICATION

**ADD. ALTERNATE #3A**

- FRAMED LINEAR SOFFIT WITH HIGH BAY LED FIXTURES
- PIGEON PROTECTION



OVERALL CONCOURSE LEVEL REFLECTED CEILING PLAN  
 1  
 1" = 30'-0"  
 A006

**BASE BID**

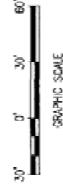
- INTERIOR AND EXTERIOR DOWN LIGHTS AT HEADHOUSE
- OVERHEAD LIGHTING AT THE EAST-SIDE WALKWAY AND STAIR PLATFORMS
- METAL CEILING AND LIGHTING BELOW CONCOURSE FLOOR WELL

**GENERAL NOTES:**

- ALL WORK NOT SPECIFICALLY INDICATED IN THE FOLLOWING CONTRACT DRAWINGS SHALL BE BASE WORK UNLESS NOTED OTHERWISE AS ADD. ALTERNATE WORK.
- REFER TO STORAGE SHEETS FOR STORAGE WORK, TYP.



OVERALL PLATFORM LEVEL REFLECTED CEILING PLAN  
 2  
 1" = 30'-0"  
 A007



		<b>SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT</b> BSC - URS JOINT VENTURE ROBIN CHANG & COMPANY SUBMITTED		<b>BART BALBOA PARK STATION</b> <b>EAST SIDE CONNECTION IMPROVEMENTS</b> <b>PHASE 2</b> BASE AND ADD. ALTERNATE WORK SUMMARY REFLECTED CEILING PLANS		CAD FILENAME FILE SCALE CONTRACT NO. <b>1106-130</b> CONTRACT SHEET NO. <b>A006</b>	REV. <b>P</b> <b>1106-130</b> CONTRACT SHEET NO. <b>A006</b> PAGE NO. <b>34</b>
<b>HALF SIZE</b>		REGISTERED: D. FUNG J. ANGULAM CHECKED: D. FUNG J. ANGULAM DATE: 10/14/2008		APPROVED: 			
2011 10/28 DEC	ISSUED FOR BID	DEC 14 2008	DEC 14 2008	DEC 14 2008	DEC 14 2008	DEC 14 2008	DEC 14 2008