



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, January 17, 2017; 10:00 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Farrell (Vice Chair), Breed, Safai, Sheehy and Peskin (Ex Officio)

Clerk: Steve Stamos

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| 1. Roll Call | |
| 2. Citizens Advisory Committee Report – INFORMATION* | 3 |
| 3. Approve the Minutes of the December 6, 2016 Meeting – ACTION* | 7 |
| 4. Recommend 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 – ACTION* | 11 |
| <p>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.</p> | |
| 5. Introduction of New Items – INFORMATION | |
| <p>During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.</p> | |
| 6. Public Comment | |
| 7. Adjournment | |

* Additional materials

Plans and Programs Committee Meeting Agenda

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, January 11, 2017 Special Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:05 p.m.

CAC members present were Myla Ablog, Brian Larkin, Jacqueline Sachs, Peter Sachs, Peter Tannen, Chris Waddling, Shannon Wells-Mongiovi and Bradley Wiedmaier (8).

Transportation Authority staff members present were Eric Cordoba, Cynthia Fong, Anna LaForte and Mike Pickford.

2. Chair's Report – INFORMATION

Chair Waddling reported that Commissioner Peskin had been elected Chair of the Transportation Authority Board after Commissioner Weiner's election to the State Senate. He said that at its January 5 Special Meeting, the Board had unanimously voted to approve the Environmental Impact Report (EIR) for the Geary Bus Rapid Transit (BRT) project, along with two amendments. He said that the CAC would hold elections for Chair and Vice Chair for 2017 at its January 25 meeting, and noted that he had been nominated for Chair and that Peter Sachs and Bradley Wiedmaier had been nominated for Vice Chair. He added that statements of interest from nominated members were due to by January 18.

There was no public comment.

3. Approve the Minutes of the November 30, 2016 Meeting – ACTION

There was no public comment.

Peter Sachs moved to approve the minutes, seconded by Peter Tannen.

The minutes were approved by the following vote:

Ayes: CAC Members Ablog, Larkin, J. Sachs, P. Sachs, Tannen, Waddling, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Hogue, Larson and Lerma (3)

Chair Waddling called Item 5 before Item 4.

4. Adopt a Motion of Support to Approve an Eligible List of 28 Consultants for On-Call Project Management Oversight and General Engineering Services, Authorize the Executive Director to Execute Contracts to Shortlisted Consultants for a Three-Year Period with an Option to Extend for Two Additional One-Year Periods in a Combined Total Amount Not to Exceed \$8,000,000, and Authorize the Executive Director to Negotiate Payment Terms and Non-Material Contract Terms and Conditions – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Jacqueline Sachs said that she had watched the Special Board meeting for the Geary BRT EIR and asked whether holding additional meetings to allow the new District 1 Supervisor to provide input would delay the project. Mr. Cordoba replied that he did not think the new District 1 Supervisors input would lead to a delay. Ms. Sachs said that at workshops she had attended many people had asked about constructing a light-rail line on Geary Boulevard. Mr. Cordoba replied that if requested by the Board, the list of consultants under consideration could help develop cost estimates for projects such as a potential light-rail line.

Peter Sachs asked if there was a mechanism in the consultant procurement system to ensure that the Transportation Authority was getting the best value. Mr. Cordoba replied that such a large list of consultants meant that the Transportation Authority could seek multiple bids per task.

Shannon Wells-Mongioli asked if the Transportation Authority had to pay retainer fees for the consultants. Mr. Cordoba replied that there were no retainer fees and that being on the list was not a guarantee of work for any of the consultants.

Bradley Wiedmaier asked if rates charged by consultants would change over time. Mr. Cordoba replied that consultants would provide rates and availability of key personnel at the time that the Transportation Authority was evaluating whether to execute a contract with a given firm.

Mr. Wiedmaier asked if there was a range of costs built into the cost under consideration. Mr. Cordoba replied that project budgets were usually structured to include an amount for contingency.

There was no public comment.

Bradley Wiedmaier moved to approve the item, seconded by Shannon Wells-Mongioli.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, J. Sachs, P. Sachs, Tannen, Waddling, Wells-Mongioli and Wiedmaier (8)

Absent: CAC Members Hogue, Larson and Lerma (3)

5. 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 – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Bradley Wiedmaier said that the BART system was approaching 50 years and that the brutalist architecture of stations such as Balboa Park was back in vogue. He said that he had aesthetic questions about additions to the Balboa Park station, such as the glass headhouse, and how they might contrast with the existing architecture. He said that BART stations were designed by prominent architects in the 1960s and asked how architectural decisions were made on integrating the new structure with the existing building. Mr. Pickford responded that retrofitting with glass would help realize the original architectural vision, but he was not sure about how other architectural decisions were made. Todd Morgan, Principal Financial Analyst at BART, replied that there had been many discussions over the design, including with architects involved in the design of the new features, and that the station needed a new “front door” to provide better access.

Chair Waddling commented that Glen Park station and Balboa Park station seemed designed by the same architect. He said that he thought the ceiling was already open glass at Glen Park station, which might be used to compare with the new Balboa Park station to see what the new design

would look like. Mr. Wiedmaier agreed with Chair Waddling, and added that Ernest Born, the designer of these two stations, was an important figure in 1950s and 1960s architecture.

Chair Waddling asked if increases in costs were due to engineers' low estimates or unrealistically low bids from contractors and whether this should be a broader concern. Anna LaForte, Deputy Director for Policy and Programming, said that there were risks associated with all contracts put out for bid, especially because the bid environment was so competitive in San Francisco right now. She noted that certain types of projects at the San Francisco Municipal Transportation Agency (SFMTA) were also seeing fewer bidders or even a single bidder.

Peter Sachs commented that underbidding was a broader problem, including for SFMTA's Radio Replacement project. He said it was the responsibility of the Transportation Authority and the CAC to be vigilant about looking for ways to rein in costs, particularly looking for instances where contractors or bidders did not appropriately scope things in the first place and then asked for additional funding later to complete the work.

Brian Larkin said that this contractor bid competitively and the work was not a change order, so the price seemed like about as good as could be expected. Peter Sachs commented that page 35 of the meeting packet explained the sources of cost increases versus earlier estimates and that it was the result of many factors. Chair Waddling reiterated that his concern was that the engineer's estimates were low and about their ability to make appropriate estimates.

There was no public comment.

Peter Tannen moved to approve the item, seconded by Peter Sachs.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, J. Sachs, P. Sachs, Tannen, Wells-Mongiovi and Wiedmaier (7)

Abstain: CAC Member Waddling (1)

Absent: CAC Members Hogue, Larson and Lerma (3)

6. Introduction of New Business – INFORMATION

Peter Sachs said that he was looking for an analysis of why Propositions J and K failed in the November 2016 election. He said that the obvious answer to him was that city leaders did not campaign hard enough for the measures, but that he would like to hear more specifically about what went wrong. He also asked what the Transportation Authority's plan was moving forward to introduce new funding measures and how much it would cost to delay the items that Propositions J and K would have funded.

Myla Ablog said that she appreciated Transportation Authority and SFMTA staff responsiveness to community concerns about eliminating the bus stop at Geary and Laguna Streets as part of the Geary BRT project. She said that she lived on Geary Boulevard and was excited to see BRT and did not want to wait for light-rail.

Shannon Wells-Mongiovi said the San Francisco Examiner had an op-ed in late December that criticized the Geary BRT project and asked what other CAC members thought, specifically those close to the Geary corridor. Ms. Sachs responded that options for constructing light-rail on Geary had been thoroughly considered by the advisory group she had been a member of and that she was so supportive of the project, she would build it herself if she had to. Ms. Ablog said that she often endured being passed up by many full buses before she was able to board and that she thought the situation would get worse if nothing was done while waiting for light-rail to be

constructed. She asked staff how long it would take to raise all the money needed for light-rail and said that she was looking forward to biodiesel hybrid buses emitting lower emissions near her residence. She said it was important to reassure businesses along Geary that everything possible was being done to maintain access to the businesses during construction.

Peter Tannen said that a few months ago he had asked for a report from SFMTA on how they handle bus and train bunching and that he was unable to attend an earlier proposed presentation, so he would like to reschedule it. He also asked if it would be possible to arrange a tour of the Central Subway while it was under construction. Anna LaForte, Deputy Director for Policy and Programming, responded that the SFMTA was scheduled to present on the bunching issue at the late January CAC meeting and that she would look into scheduling a Central Subway tour, assuming construction activities did not preclude a tour.

Chair Waddling said that there would be an opening ceremony for the reconstruction of Mansell Street through McLaren Park on January 21 at 10:00 a.m. He said that the project included repurposing a portion of the roadway for a multi-use path.

Bradley Wiedmaier asked if there was a southeast city transportation plan because that part of the city would see so much growth and transformation in coming years. He said that some of the proposed routes for transit service, such as connections from Hunters Point to the Balboa Park BART Station did not make as much sense as connecting to the Glen Park BART Station. He said that he also did not understand why people would ride the 8-Bayshore from Chinatown all the way to City College.

Jacqueline Sachs asked when there would be an update on the “The Other 9-to-5” late night transportation study. Ms. LaForte replied that she would check with staff on when the next milestone would occur that would be appropriate for an update.

Ms. LaForte clarified that the Geary light rail project was carried over from Prop B to Prop K. She said that the project was included as a priority 3 project such that it would only move forward if Prop K revenues came in at a very high level, but that revenues were not expected to reach that level.

In response to Mr. Wiedmaier’s comment, Ms. LaForte said that there were various southeast transit plans and that she would follow up after the meeting. Chair Waddling asked whether the Transportation Authority could somehow coordinate planning efforts in southeast San Francisco to better engage residents of the area who did not often get asked for their opinion. He said it would be interesting to ask them why they utilize certain bus routes.

Ms. Sachs said that there would be a Central Subway advisory group meeting the following month.

Chair Waddling said that the Mission Bay Loop Muni light-rail tracks had been approved and would be completed next year. He also said that the Golden State Warriors Arena in Mission Bay would break ground on the Tuesday following the meeting.

7. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 7:03 p.m.



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, December 6, 2016

1. Roll Call

Chair Tang called the meeting to order at 10:06 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Peskin and Tang (3)

Absent at Roll Call: Commissioners Breed (entered during Item 2) and Farrell (entered during Item 3) (2)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its November 30 meeting the CAC considered and unanimously passed Item 5 from the agenda. He said that the CAC was supportive of the Alemany Interchange project and that it was a great example of coordination between city agencies. He said that there had been public comment at the meeting expressing concern that the Geneva Harney Bus Rapid Transit project was primarily intended to serve new instead of existing residents. He said that the Child Transportation presentation (Item 6) was especially interesting in light of the Commuter Shuttle presentation that the CAC also heard at the meeting.

There was no public comment.

3. Approve the Minutes of the November 15, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Tang and Yee (4)

Absent: Commissioner Farrell (1)

4. Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Chris Waddling spoke to his interests and qualifications in being reappointed to the CAC.

Chair Tang said that she was glad Mr. Waddling was seeking reappointment and that she appreciated that he was always prepared to present the CAC's comments to the Committee.

During public comment, Jackie Sachs said that Mr. Waddling did a good job of running the CAC meetings as its Chair and that she supported his reappointment.

Commissioner Avalos moved to recommend reappointment of Chris Waddling, seconded by Commissioner Peskin.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Tang and Yee (5)

5. Recommend Allocation of \$6,507,592 in Prop K Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules Committee – ACTION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Commissioner Avalos commented that the diagram of the Alemany Interchange looked more like a work of art and that that it showed how complex the project was.

Commissioner Breed asked if the subway wiring project could be done at the same time as another project that would bring cellular phone signals into the subway tunnel to save money. Ms. Lombardo replied that she would follow up with the San Francisco Municipal Transportation Agency and get back to the Committee.

During public comment, Jaqualine Sachs said that she was a member of an advisory group for the Third Street light-rail project and that people wanted the Central Subway to go beyond Chinatown, but that before the subway was extended, a transportation sales tax would have to go before the voters again. She said that all the projects identified in Prop K should be finished before the city considers any new projects. She asked, regarding the subway wiring allocation request, how much money Muni had budgeted for this type of project and why they were using their own funds first before requesting funds from the Transportation Authority.

Ms. Lombardo responded that staff reviewed each allocation request for its potential to match Prop K funding with other funding sources in order to leverage the sales tax dollars as expected by the Expenditure Plan. She said that if you looked at the allocations in aggregate, they exceeded the fund leveraging standards established in Prop K.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Tang and Yee (5)

6. Findings of Child Transportation Survey Report – INFORMATION

Chair Tang introduced the item and said the survey work was initiated by her office along with the Mayor's Office, as the city did not have any comprehensive citywide data on child transportation. She said the survey looked at Kindergarten through 5th Grade to see how parents from both public and private schools traveled around the city, the types of challenges they faced, and what transportation alternatives they would consider. She said one of the measurements used in the survey was the number of miles traveled in order to gauge the issue from a congestion standpoint, but also to consider what policy or programming changes could be made. Chair Tang added that this report was not meant to undermine the school assignment system or to restart the yellow school bus system, but rather to capture the reality that parents faced transporting their children to and from school and after-school programs.

Joe Castiglione, Deputy Director for Technology, Data & Analysis, presented the item per the staff memorandum.

Commissioner Farrell commented that transportation was a significant challenge for families, especially those with multiple kids at different schools. He said this was especially true for after-school activities, such as athletics, where the athletic facilities may not be nearby or along a bus

route. He said that while carpooling was better than individual parents driving, the best approach would be to get people out of their cars altogether, and that this was a complicated issue citywide. Mr. Castiglione replied that those comments were also expressed by people in the community through the survey, and that the inability of children to participate in activities was a big challenge, especially in the afternoon.

Commissioner Avalos commented that he recently took part in the ‘Walk and Roll to School’ in the Excelsior which had hubs where children congregated together and then dispersed to neighborhood schools. He said that Safe Routes to Schools helped fund these types of events, and that the city had good programs such as these but needed them to be stronger. He added that the city needed to consider what transportation alternatives were successful and to build on those. He said that one challenge that a lot of neighborhood schools in District 11 faced was that the San Francisco Municipal Transportation Agency did not allocate resources for crossing guards since the amount of traffic did not warrant them. He said if the allocation rules were eased to fund more crossing guards, it would encourage more parents to have their children walk to school.

Commissioner Breed commented that this was not just a transportation issue but also a school assignment issue. She said that parents were stressed about where their kids would go to school and how they would get them there and that instead kids should be able to go to their neighborhood schools. She said the school assignment system was not working which in turn caused transportation challenges, prompting the city to then look for transportation solutions and that it added another layer to the city’s congestion problems. She added that getting kids to after-school programs was another challenge which should be considered, and that there had to be a better way to coordinate resources to get kids to the appropriate places which could help reduce congestion.

Chair Tang commented that the study solidified what many parents experienced on a daily basis. She said that there hadn’t been comprehensive data collected in the past and that going forward they would be coordinating with the Department of Public Health and San Francisco Unified School District on shuttle programs. She said that after-school programs should not be a luxury and were just as important to a child’s development, and that the next phase of this work would be to engage after-school programs about the challenges they faced and to come up with solutions. She said this report was an introductory piece to the ongoing work, and that it was really a citywide parent issue in terms of doing what’s best for children. She added that she shared the survey results with the SFUSD Parent Action Committee and wanted them to be part of the dialogue.

There was no public comment.

7. Introduction of New Items – INFORMATION

There were no new items introduced.

8. Public Comment

During public comment, Andrew Yip spoke about character.

9. Adjournment

The meeting was adjourned at 10:52 a.m.



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Memorandum

Date: 01.12.17 **RE:** Plans and Programs Committee
January 17, 2017

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Breed, Peskin and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend 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 Plans and Programs Committee meeting to provide a brief presentation and to respond to any questions that the committee members may have.

ALTERNATIVES

1. Recommend 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. Recommend 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, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its January 11, 2017 special meeting and adopted a motion of support for the staff recommendation.

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

Recommend 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

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K 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	8	BART	Balboa Park Station Eastside Connections - Additional Scope	\$ 653,101	\$ 17,925,000	90%	96%	Construction	11	
TOTAL						\$ 17,925,000	90%	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: BART (Bay Area Rapid Transit)

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
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.
TOTAL			\$ 653,101	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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>5-Year Prioritization Program (5YPP) 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.</p>
TOTAL			\$ 653,101	\$ -	

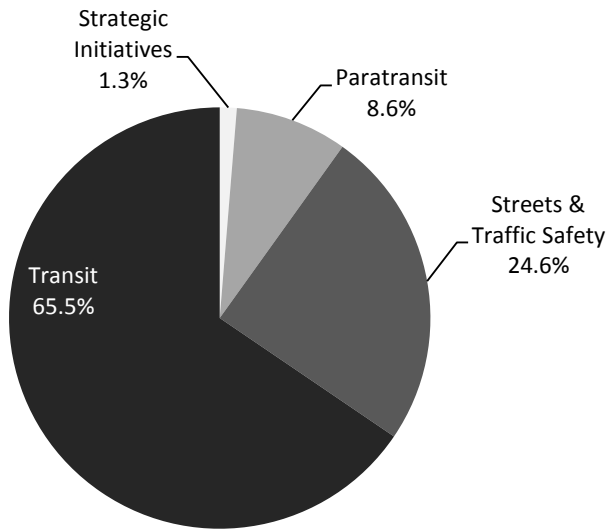
¹ See Attachment 1 for footnotes.

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

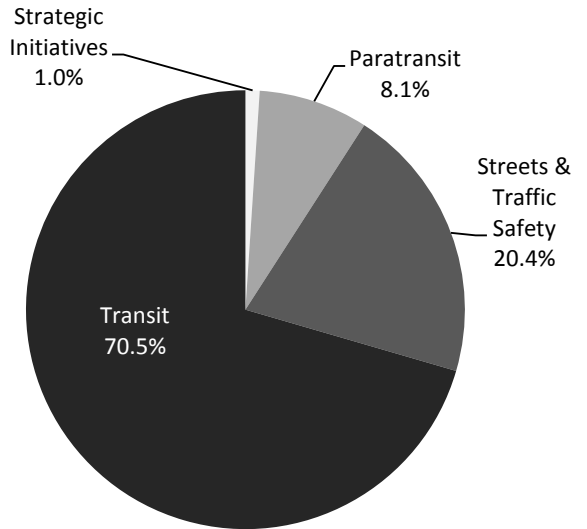
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 88,081,768	\$ 44,099,551	\$ 31,352,768	\$ 12,184,349	\$ 445,100	\$ -
Current Request(s)	\$ 653,101	\$ -	\$ 400,000	\$ 253,101	\$ -	\$ -
New Total Allocations	\$ 88,734,869	\$ 44,099,551	\$ 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
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 243,101	\$ 2,181,899	\$ -	\$ 2,425,000

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
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 653,101	\$ 20,272,949	\$ 20,926,050

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)	\$ -	\$ -		
Total:	\$ 20,926,050	\$ 653,101	\$ -	

% 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.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 400,000	\$ 253,101	\$ -	\$ -	\$ 653,101
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
Subtotal construction contract	\$ 13,605,000
Design Svcs During Construction	\$ -
Construction Management, Safety Monitors (17% of construction phase)	\$ 3,000,000
Project contingency (7% of construction phase)	\$ 1,320,000
Total construction phase	\$ 17,925,000

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
SUBTOTAL				\$ 8,762,000
Option #3 (Subject of this request)				
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
Option #3 SUBTOTAL	1	L.S.	\$ 2,425,000	\$ 2,425,000
Contingency				\$ 918,000
Eastside Walkway Contract Total				\$ 12,105,000
Wayfinding construction contract Total				\$ 1,500,000

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

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 653,101	Construction (CON)
	Total:	\$ 653,101	

Total Prop K Funds: \$ 653,101 Total Prop AA Funds: \$ -

Fund Expiration Date: 6/30/2019 Eligible expenses must be incurred prior to this date.

Deliverables:

1. With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
2. Upon project completion, provide 2-3 digital photos of the completed project.
- 3.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent BART Station Access, Safety and Capacity 5YPP amendment. See attached 5YPP amendment for details.
- 2.

Notes:

1. Consistent with Prop K policies, the project sponsor shall expend non-Prop K funds first to the extent possible. Unless a specific exception is pre-approved by the Transportation Authority, Prop K funds will not be reimbursed at a rate greater than their proportional share of the approved funding plan (i.e. 26.93% of the construction budget).
- 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: 1/5/2017 **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			\$653,101

**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.

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


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

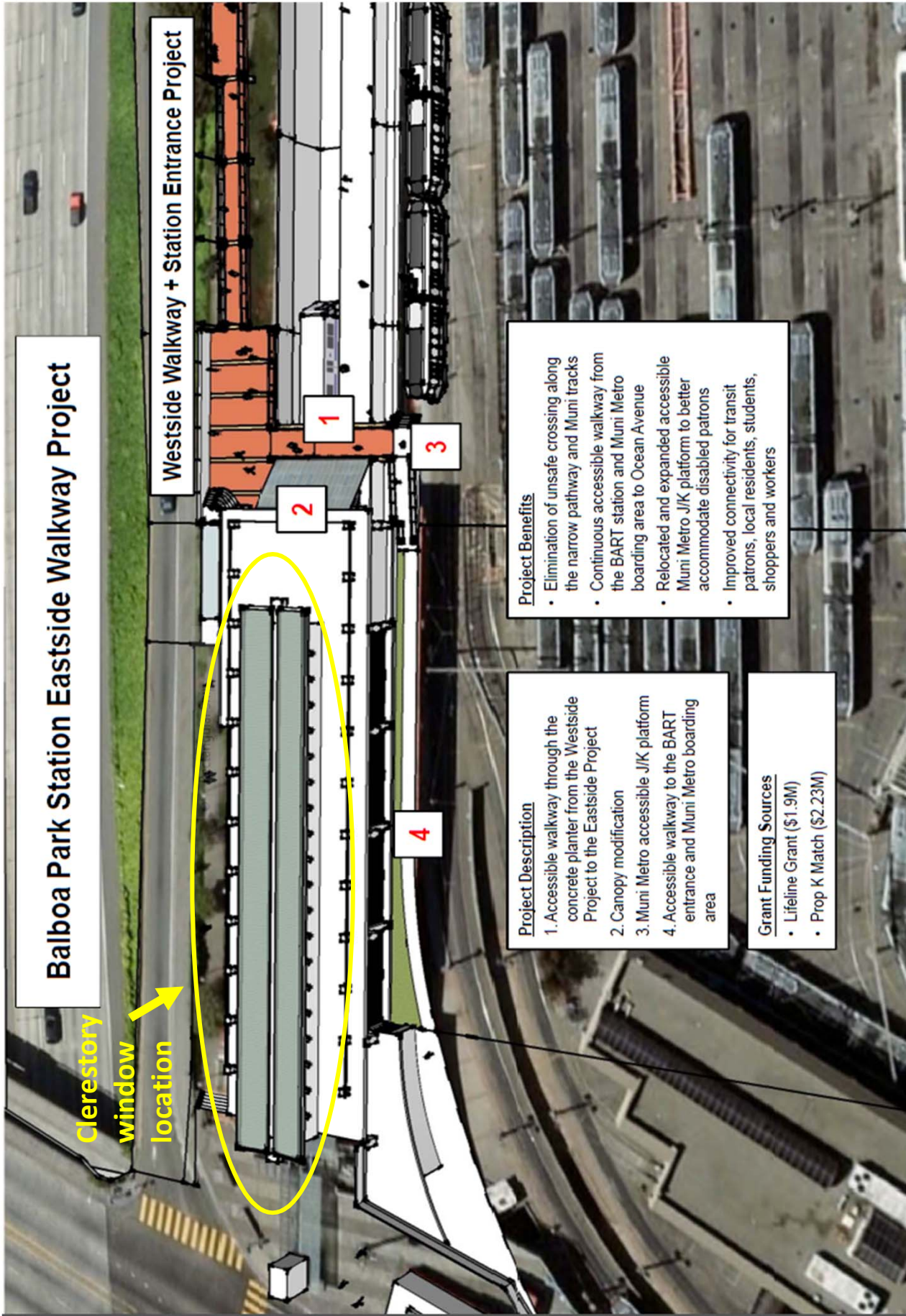
tmorgan@bart.gov

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

Westside Walkway + Station Entrance Project

Clerestory window location

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

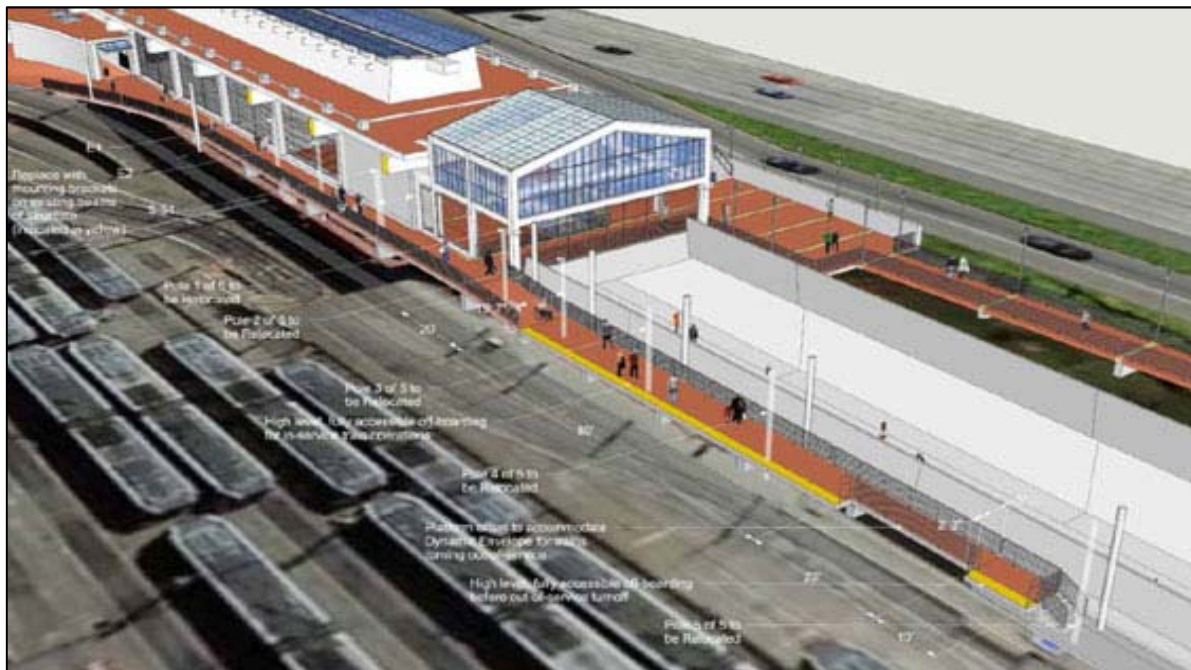
Project Description

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)

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

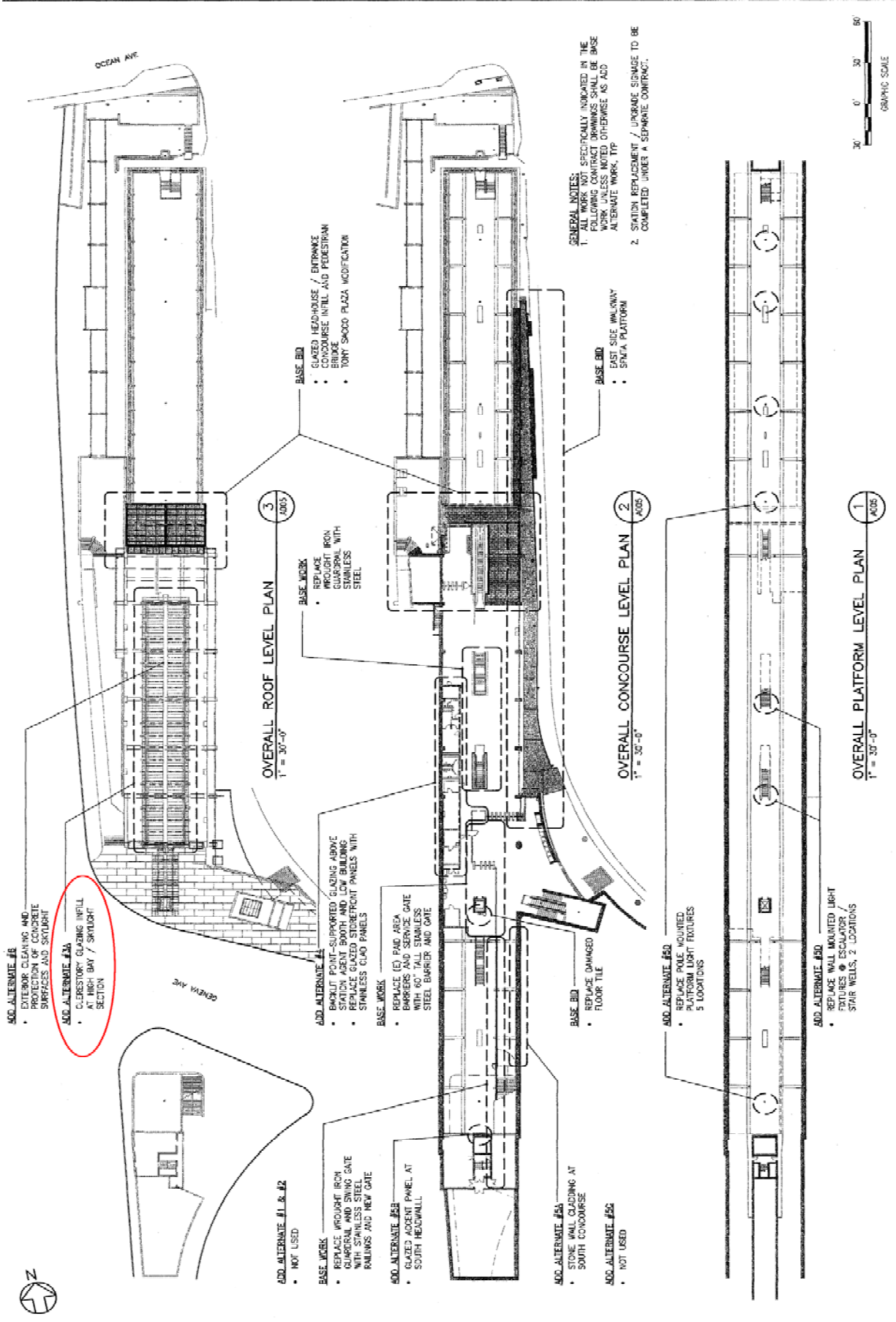





Eastside Connections accessible path and new headhouse (base project)



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

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



DATE	BY	CHK	APP	REV	NO.	DESCRIPTION
HALF SIZE						
						
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BART - URS JONT'VEURE ROBIN CHANG & COMPANY APPROVED: 						
SUBMITTED: 						
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BART BALBOA PARK STATION EAST SIDE CONNECTION IMPROVEMENTS PHASE 2 BASE AND ADD ALTERNATE WORK SUMMARY FLOOR PLANS						
PROJECT NO.		110G-130		REV.		P
CONTRACT NO.		A005		DRAWING NO.		33

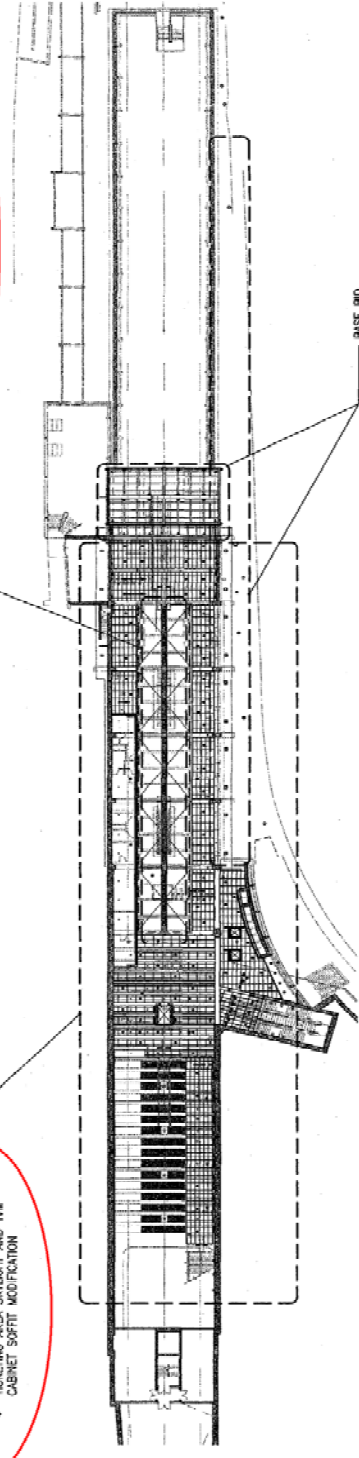


ADD. ALTERNATE #3A

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

ADD. ALTERNATE #3B

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



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

BASE BID

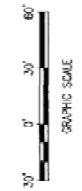
- INTERIOR AND EXTERIOR DOWN LIGHTS AT HEADHOUSE
- OVERHEAD LIGHTING AT THE EAST-SIDE WALKWAY AND STAIR PLATFORMS
- METAL CEILING AND LIGHTING BELOW CONCOURSE FLOOR WELL

GENERAL NOTES:

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



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



<p>SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BSC - URS JOINT VENTURE</p>		<p>BART BALBOA PARK STATION EAST SIDE CONNECTION IMPROVEMENTS PHASE 2</p>	
<p>ROBIN CHANG & COMPANY SUBMITTED</p>		<p>BASE AND ADD. ALTERNATE WORK SUMMARY REFLECTED CEILING PLANS</p>	
<p>APPROVED: <i>[Signature]</i></p>		<p>REV. P 1106-130 A006</p>	
<p>DATE: 2014-12-02</p>		<p>SCALE: 1" = 30'</p>	
<p>PROJECT: 2014-12-02</p>		<p>CONTRACT NO. 1106-130</p>	
<p>ISSUED FOR: BIDDING</p>		<p>CONTRACT SHEET NO. A006</p>	
<p>DATE: 2014-12-02</p>		<p>PROJECT: 2014-12-02</p>	