

Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010

Caltrain Electrification

Scope

Caltrain's electrification project will replace Caltrain's existing diesel service with a fully electrified service from the 4th and King station in San Francisco to the Tamian station in San Jose. This is one of the main components in phase 1 of the Caltrain 2025 program, dubbed Caltrain 2015. The Caltrain 2025 program provides commuter rail system the strategic vision to improve system performance while minimizing equipment and operating costs. The electrification project comprises the following components: the replacement of existing diesel vehicles with vehicles that run on electric power; the construction of the electrification infrastructure, which includes traction power substations that distribute power, an overhead contact system to supply power to the trains, signal and grade crossing circuitry changes, and other related infrastructure improvements.

The vehicle replacement portion of this project is part of a separate coordinated effort that needs to take place concurrently because the majority of Caltrain's current rolling stock, 29 locomotives and 73 gallery cars, is nearing the end of its useful life in 2015. The vehicle replacement project is anticipated to cost \$440 million in year-of-expenditures dollars. The construction of the electrification infrastructure, the focus of this major Prop K capital project, is projected to cost \$785 million in year-of-expenditures dollars.

Status

Caltrain has completed the preliminary engineering and environmental phases of the Caltrain Electrification Project. The updated and completed Environmental Assessment/Environmental Impact Report (EA/EIR) was submitted to the Federal Transit Administration (FTA) in March 2009 and the FTA approved a Finding of No Significant Impact on December 17, 2009.

Caltrain is continuing to work with the California Public Utilities Commission to secure approval of a new General Order that would establish rules of general applicability (e.g. safety guidelines) to commuter railroad systems proposing to undertake 25kV electrification projects. The Caltrain Electrification project also requires the approval of a Federal Railroad Administration Ruling of Particular Applicability to allow the use of non-compliant electric multiple unit (EMU) trains on railroads that also serve diesel trains.

One of the biggest obstacles and opportunities facing the project right now is funding. While the project has a \$516 million funding shortfall, the American Recovery and Reinvestment Act of 2009 (ARRA) provided funding opportunities for Caltrain Electrification, specifically through its High Speed and Intercity Passenger Rail program (HSIPR). Caltrain participated in regional discussions with the Metropolitan Transportation Commission, the three Peninsula Joint Powers Board (Caltrain's governing body) member jurisdictions, the Authority and the Transbay Joint Powers Authority to draft the San Francisco/Silicon Valley Corridor Investment Strategy, which identified the Transbay Train Box (\$400 million), Downtown Extension (\$52 million), and Caltrain Electrification (\$516 million) as high priority projects for the HSIPR program. These investments were integrated with other investments along the California High-Speed Rail Corridor from Los Angeles to San Francisco to form a \$4.7 billion HSIPR funding request from California. On January 28, 2010, the Federal Rail Administration announced that California received \$2.24 billion in

Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010

Caltrain Electrification

HSIPR funds. The state is currently coordinating the effort to select the specific projects that will receive the HSIPR funds.

Another major obstacle for the Caltrain electrification project is ensuring that it integrates with the California High Speed Rail Project. On November 4, 2008, California voters passed Prop 1A, the \$9.95 billion Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century. A portion of that act declared the corridor from San Francisco to Los Angeles as the primary corridor for High Speed Rail. Further, the California High Speed Rail Authority (CHSRA) has designated the San Jose to San Francisco corridor along the existing Caltrain Rail Corridor as part of the route for the California High Speed Rail. Caltrain has implemented and initiated various improvements and efforts which are consistent with the accommodation of high speed rail in the Caltrain Rail Corridor, including implementation of its Baby Bullet program, environmental study and preliminary design of electrification program, formulation of Caltrain 2015, and pursuit of Federal Railroad Administration approval of mixed rail operations that will fully integrate Caltrain and high speed rail systems. Further, PCJPB and CHSRA have entered into a joint agreement, which created the Peninsula Rail Program, whereby both agencies will engage as partners in the planning, design and construction of improvements in the Caltrain Rail Corridor that will accommodate and serve both the near-term and long-term needs of high speed rail and Caltrain's enhanced commuter rail service. One of the main priorities of the partnership is to ensure that ultimate configuration of the Caltrain corridor will consist of a multiple track, grade-separated high speed rail system, with mixed traffic from Caltrain commuter rail and the high speed train service capable of operation on all tracks to enable Caltrain to achieve service levels of no less than eight trains per hour in each direction. Track configuration analyses will consider both horizontal and vertical alignments in the Caltrain corridor.

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Caltrain Electrification

Schedule

As discussed above, Caltrain is currently partnering with CHSRA to ensure the Electrification project is being developed to take into account shared impacts and opportunities with CHSRA’s improvements in the same corridor. The Caltrain Electrification project schedule is currently under review as a result.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2006/07	1	2009/10
Updated Environmental Studies (PA&ED)	3	2008/09	1	2009/10
Design Engineering (PS&E)	3	2009/10	2	2010/11
R/W Activities/Acquisition				
Advertise Construction	3	2010/11	N/A	N/A
Start Construction (e.g., Award Contract)	2	2012/13	N/A	N/A
Start Procurement (e.g. rolling stock)	2	2011/12	4	2013/14
Project Completion (i.e., Open for Use)	N/A	N/A	3	2015/16

Cost

Planning/Conceptual Engineering	28,880,000
Design Engineering (PS&E)	103,170,000
Construction	653,170,000
TOTAL	785,220,000

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Caltrain Electrification

Funding Plan (Under Development)

Source ¹	Type	Funding Status			TOTAL
		Allocated	Programmed	Planned	
STP/CMAQ	Federal	\$12,000,000			\$12,000,000
FTA Section 5309	Federal	\$15,000,000			\$15,000,000
Prop 1B - PTMISEA	State		\$20,000,000		\$20,000,000
Prop 1A High Speed Rail Connectivity Funds (Caltrain)	State			\$42,000,000	\$42,000,000
Prop 1A High Speed Rail Connectivity Funds (MTA)	State			\$7,000,000	\$7,000,000
RTIP (San Francisco) ³	Local	\$4,000,000		\$24,000,000	\$28,000,000
San Mateo Sales Tax	Local		\$60,000,000		\$60,000,000
Santa Clara Sales Tax	Local		\$60,000,000		\$60,000,000
Prop K	Local		\$25,000,000		\$25,000,000
TBD ²	TBD			\$516,220,000	\$516,220,000
TOTAL		\$31,000,000	\$165,000,000	\$589,220,000	\$785,220,000

Prop K Amount for Entire Project	\$25,000,000
Prop K % of Entire Project	3%
San Francisco Amount for Entire Project (MTA Prop 1A, RTIP, Prop K)	\$60,000,000
San Francisco % of Entire Project	8%

¹ Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Program, FTA - Federal Transit Administration, PTMISEA - Public Transportation Modernization, Improvement and Service Enhancement Account, RTIP - Regional Transportation Improvement Program, STP - Surface Transportation Program, TBD - To Be Determined

² Potential sources to cover this shortfall include Federal High Speed Rail Discretionary Funds.

³ In November 2005, through Resolution 06-30, the Authority Board programmed RTIP funds for this project. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available in the near term.

Prop K Status

Total Available	Allocated ¹	Unallocated	% Allocated	% Unallocated
\$ 26,298,042	\$ -	\$ 26,298,042	0%	100%

¹ Allocations through 03.01.10 (February 2010 Board Action).

Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010

Central Subway

Scope

The Municipal Transportation Agency's (MTA's) Central Subway is the second phase of the Third Street Light Rail line, which opened in 2007. It is a 1.75-mile extension of the existing Third Street Light Rail line from its current terminus at 4th and King Streets to a surface station south of Bryant Street and underground at a portal under US 101. From there it will continue north to stations at Moscone Center, Union Square—where it will provide passenger connections to the Powell Street Station and BART—and at Chinatown, where the line will terminate. The Central Subway is expected to carry nearly 73,000 passengers a day, making it the second most utilized rail project in the Federal New Starts Program.

Status

The Central Subway project has both state and federal environmental clearance, and in November 2008, the Federal Transit Administration (FTA) issued the Record of Decision for the project. In April 2009, as part of the intensive federal New Starts evaluation and review process FTA, together with the Central Subway project team and the Authority, completed a comprehensive Risk Assessment evaluation of the project. As a result of this review, FTA recommended that additional cost and schedule reserve contingency be added to ensure the project's success. Specifically, this review resulted in a revised project budget of \$1.578 billion compared to the original \$1.3 billion and a new completion date of December 2018 compared to the original of June 2016. Also as a result of the assessment, FTA indicated that it will support an increased federal share for the project and higher annual funding allocation levels, both of which helped to shrink the project's funding shortfall.

On January 8, 2010 the project received permission from the FTA to enter into the final design phase, which is estimated to cost \$119 million. MTA has divided the final design phase into two sub-phases: Design – Plans, Specifications & Estimates (PS&E) and Design – Project Management. The first sub-phase, estimated to cost \$63.6 million, deals directly with development of plans, specifications and estimates associated with completing final design of the project. The second sub-phase, estimated to cost \$55.7 million, covers work that includes project management (by both city agencies and consultants), insurance, legal permits and surveying required to complete the final design of the project and move it into the construction phase. The Design – PS&E scope of work will be accomplished by three contracts: Design Package 1 (tunnels), Design Package 2 (stations) and Design Package 3 (systems). There will also be a separate contract for Program Controls. These contracts will be supplemented with MTA and other city agency work. The four contracts are in various stages of approval and MTA will reconcile the final negotiated amounts with the project's baseline budget and funding plan. Final design is anticipated to be complete by June 2012.

The first utilities contract, for work near the Moscone Center, broke ground on February 9, 2010 and is scheduled to be complete by December 2010. The project team is also planning on starting the procurement of the tunnel boring machines and soliciting bids for construction of the tunnel portal in 2010, subject to receiving a letter of no prejudice from the FTA.

Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010

Central Subway

The arts program for the project is underway under the direction of the San Francisco Arts Commission. Discussions regarding the Memorandum of Agreement (MOA) between the MTA and the Arts Commission, which defines the parties' roles and responsibilities, were concluded in March 2009. The budget for the arts program has been set at \$14.5 million and the MOA is being readied for the respective board's ratification.

The MTA is working to secure a Full Funding Grant Agreement (FFGA) from the FTA by December 2011. A FFGA is FTA's official commitment of federal New Starts funds to the project and it is a necessary milestone that signals the project's ability to move into the construction phase. We are continuing to work with the MTA to identify and advocate for funding to cover the remaining shortfalls in the funding plan. Potential sources under consideration include additional Prop 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds, Prop 1A High Speed Rail Connectivity funds, and MTA parking and advertising revenues.

In March 2010, the Authority Board will consider adoption of a baseline budget, schedule, and funding plan, consistent with the requirements in the Prop K Expenditure Plan.

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Central Subway

Schedule

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering Environmental Studies (PA&ED)	3	2003/04	3	2009/10
Design Engineering (PS&E) R/W Activities/Acquisition	3	2009/10	4	2011/12
Advertise Construction	2	2009/10	N/A	N/A
Start Construction (e.g., Award Contract)	3	2009/10	N/A	N/A
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	2	2018/19

Cost

Planning/Conceptual Engineering	52,702,358
Design Engineering (PS&E)	119,371,128
Right of Way	34,777,416
Construction	1,371,449,098
TOTAL	1,578,300,000

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Central Subway

Funding Plan		Project Phases ¹					Total by Status	TOTAL
Source ²	Type	Status	PE/ENV	PS&E	ROW	CON		
5309 New Starts ³	Federal	Allocated	\$37,394,745	\$29,020,739			\$66,415,484	\$942,200,000
		Programmed						
		Planned		\$29,486,216		\$846,298,300	\$875,784,516	
CMAQ ^{4,5}	Federal	Allocated	\$6,025,000				\$6,025,000	\$6,025,000
		Programmed						
		Planned						
Prop 1B-MTA ⁶	State	Allocated		\$4,417,153	\$7,500,000	\$3,082,847	\$15,000,000	\$140,000,000
		Programmed						
		Planned		\$7,805,599	\$6,536,903	\$110,657,498	\$125,000,000	
Prop 1B- MTC ⁶	State	Allocated		\$4,417,153	\$7,500,000	\$3,082,847	\$15,000,000	\$100,000,000
		Programmed						
		Planned		\$7,805,599	\$6,536,903	\$70,657,498	\$85,000,000	
STIP - RIP ^{4,7}	State	Allocated						\$88,000,000
		Programmed						
		Planned				\$88,000,000	\$88,000,000	
TCRP	State	Allocated	\$5,000,000				\$5,000,000	\$14,000,000
		Programmed		\$9,000,000			\$9,000,000	
		Planned						

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Central Subway

Prop K ⁵	Local	Allocated	\$4,142,132				\$4,142,132	\$123,975,000
		Programmed		\$27,418,669	\$6,703,610	\$85,710,589	\$119,832,868	
		Planned						
TBD ⁸	Local	Allocated	\$140,481				\$140,481	\$164,100,000
		Programmed				\$4,000,000	\$4,000,000	
		Planned				\$159,959,519	\$159,959,519	
Totals		Allocated	\$52,702,358	\$37,855,045	\$15,000,000	\$6,165,694	\$111,723,097	\$1,578,300,000
		Programmed		\$36,418,669	\$6,703,610	\$89,710,589	\$132,832,868	
		Planned		\$45,097,414	\$13,073,806	\$1,275,572,815	\$1,333,744,035	
			\$52,702,358	\$119,371,128	\$34,777,416	\$1,371,449,098	\$1,578,300,000	

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).

² Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, MTC - Metropolitan Transportation Commission, RIP - Regional Improvement Program, SFMTA - San Francisco Municipal Transportation Agency, STIP - State Transportation Improvement Program, TCRP - Traffic Congestion Relief Program.

³ The \$20 million in planned funds for the PS&E phase of the project is subject to Congressional approval in federal Fiscal Year 2010/11. It was recommended as part of the FTA's New Starts report released in December 2009.

⁴ In January 2008, the Authority working with MTC and MTA brokered a fund swap of \$4 million in FY 2008/09 RTIP funds programmed to Central Subway for an equivalent amount of CMAQ funds for the subject project. The swap gave MTA quicker access to the funds than would have been possible with the delay in available RTIP funds. The \$4 million in CMAQ funds count toward the Authority's RTIP commitment to the project. The RTIP funds helped MTC address eligibility issues for a regional project.

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Central Subway

⁵ In November 2008, the Authority approved a swap that traded \$2,025,000 in FY 2008/09 Prop K funds for an equivalent amount of CMAQ funds to help MTA meet timely use of funds deadlines for three separate Regional Bike and Pedestrian Program (RBPP) projects (Res. 09-25), without any negative impacts to the Central Subway Program.

⁶ Both MTA and MTC have committed to dedicating these Prop 1B funds to the project. However, availability of Prop 1B funds is subject to the state's ability to sell bonds and therefore MTA will need to build some flexibility into the project's funding plan to account for possible delays.

⁷ In November 2005, through Resolution 06-30, the Authority Board programmed a total of \$88 million to the Central Subway project. \$88 million is the remaining yet-to-be programmed commitment. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available when needed. Thus, the Authority is working with MTA to identify fund sources to help backfill the RTIP funds until they become available.

⁸ MTA is identifying revenues to fill the project shortfall. Sources under consideration include: Prop 1B Public Transportation Modernization, Improvement and Service Enhancement Account Funds (PTMISEA), Prop 1A High Speed Rail Connectivity Funds, and MTA parking and advertising revenues.

Prop K Status

Total Available	Allocated ¹	Unallocated	% Allocated	% Unallocated
\$ 126,000,000	\$ 13,351,000	\$ 112,649,000	11%	89%

¹ Allocations through 03.01.10 (February 2010 Board Action).

Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010

Downtown Extension to a Rebuilt Transbay Terminal

Scope

Headed by the Transbay Joint Powers Authority (TJPA), the Downtown Extension to a Rebuilt Transbay Terminal Program has three major components: the extension of commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a new Transbay Transit Terminal; a new, multimodal Transbay Transit Center on the site of the present Transbay Terminal; and the establishment of a Redevelopment Area Plan with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multimodal Transbay Transit Center.

On November 4, 2008, California voters passed Prop 1A, the \$9.95 billion Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century. A portion of that act declared the corridor from San Francisco to Los Angeles as the primary corridor for High Speed Rail. Further, the California High Speed Rail Authority (CHSRA) has designated the San Jose to San Francisco corridor along the existing Caltrain Rail Corridor as part of the route for the California High Speed Rail. The Transbay Transit Center is expected to be the northern terminus of the primary corridor.

Status

The TJPA's Transbay project has been divided in two phases: *Phase 1* includes the Terminal Building and Ramps and *Phase 2* consists of the underground rail extension from 4th and Townsend to the Transit Center. Design for *Phase 1* is being performed by a team led by Pelli Clark Pelli Architects. Design development was completed on February 16, 2010, and final design is underway, with a scheduled completion date of November 2011. A team led by Parsons Transportation Group continues work on preliminary engineering of *Phase 2*, which it expects to complete in June 2010. Construction of Phase 1 of the Temporary Terminal is now complete. Phase 2 will start immediately after the demolition of the existing ramps. Bus operators (e.g. AC Transit) are scheduled to start relocating to the Temporary Terminal on May 1, 2010. Demolition of the existing terminal and ramps is scheduled to start in May 2010 and construction of the new terminal and ramps is scheduled to start in June 2010 with construction of the shoring and buttress. Service at the Transbay Transit Center is scheduled to commence in April 2016.

A team headed by Webcor Builders is providing pre-construction services under a construction management/general contractor services contract for the Transbay Transit Center.

On January 26, 2010 the TJPA closed on a TIFIA loan in the amount of \$172 million for *Phase 1*. On January 28, 2010 the Secretary of Transportation announced that California would be receiving \$2.24 billion in American Recovery and Reinvestment Act funds through the HSIPR program, \$400 million of which is reserved for the Transbay Transit Center project. This infusion of federal funds will allow the TJPA to move forward with constructing the train box as part of *Phase 1*, resulting in considerable cost savings (estimated at about \$100 million).

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Downtown Extension to a Rebuilt Transbay Terminal

Schedule

Phase 1 (Transbay Transit Center)

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	1994/95	3	2000/01
Environmental Studies (PA&ED)	1	2000/01	4	2008/09
Design Engineering (PS&E)	1	2007/08	4	2011/12
R/W Activities/Acquisition	1	2004/05	4	2009/10
Advertise Construction	1	2007/08	4	2010/11
Start Construction (e.g., Award Contract)	2	2007/08	N/A	N/A
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	4	2013/14

Phase 2 (Downtown Extension)

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2004/05	4	2009/10
Environmental Studies (PA&ED)	1	2000/01	4	2008/09
Design Engineering (PS&E)	4	2009/10	1	2012/13
R/W Activities/Acquisition	1	2004/05	4	2007/08
Advertise Construction	4	2010/11	N/A	N/A
Start Construction (e.g., Award Contract)	4	2010/11	N/A	N/A
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	2	2018/19

Cost

	<i>Phase 1 Cost</i>	<i>Phase 2 Cost</i>	<i>Total Cost</i>
Planning/Conceptual Engineering	110,000,000	156,000,000	266,000,000
Design Engineering (PS&E)	217,000,000	368,000,000	585,000,000
Right of Way	84,000,000	176,000,000	260,000,000
Construction	1,178,000,000	1,896,000,000	3,074,000,000
TOTAL	1,589,000,000	2,596,000,000	4,185,000,000

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Downtown Extension to a Rebuilt Transbay Terminal

Funding Plans

Phase 1: Transbay Transit Center

Source ¹	Type	Funding Status			TOTAL
		Allocated	Programmed	Planned	
Federal 1601 & Earmarks	Federal	\$30,047,106	\$32,344,002	\$1,900,000	\$64,291,108
TIFIA Loan	Federal	\$172,000,000			\$172,000,000
ARRA - HSIPR	Federal		\$400,000,000		\$400,000,000
RTIP (San Francisco) ³	Local		\$2,762,000	\$25,238,000	\$28,000,000
Prop K	Local	\$129,223,013			\$129,223,013
AB 1171	Local		\$150,000,000		\$150,000,000
Regional Measure 1	Local	\$54,000,000			\$54,000,000
Regional Measure 2	Local	\$106,504,000	\$35,496,000		\$142,000,000
San Mateo Sales Tax	Local	\$7,000,000			\$7,000,000
AC Transit Capital Contribution	Local		\$39,000,000		\$39,000,000
Land Sale	Local			\$404,485,879	\$404,485,879
TOTAL		\$498,774,119	\$659,602,002	\$431,623,879	\$1,590,000,000

Prop K Amount for Phase 1	\$129,223,013
Prop K % of Phase 1	8%
San Francisco Amount for Phase 1 (RTIP, Prop K)	\$157,223,013
San Francisco % of Phase 1	10%

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Downtown Extension to a Rebuilt Transbay Terminal

Phase 2 (Downtown Extension)

Source ¹	Type	Funding Status			TOTAL
		Allocated	Programmed	Planned	
TIFIA Loan	Federal			\$377,000,000	\$377,000,000
Prop 1A - CHSR Bonds ²	State			\$1,000,000,000	\$1,000,000,000
Prop K	Local	\$18,350,000	\$31,650,000		\$50,000,000
Regional Measure 2	Local		\$8,000,000		\$8,000,000
San Mateo Sales Tax	Local			\$22,000,000	\$22,000,000
Land Sale	Local			\$185,000,000	\$185,000,000
TBD ⁴	Local			\$954,000,000	\$954,000,000
TOTAL		\$18,350,000	\$39,650,000	\$2,538,000,000	\$2,596,000,000

Prop K Amount for Phase 2	\$50,000,000
Prop K % of Phase 2	2%
San Francisco Amount for Phase 2 (Prop K)	\$50,000,000
San Francisco % of Phase 2	2%

¹ Acronyms used in this column include: Acronyms used in this column include: ARRA - American Recovery and Reinvestment Act, CHSR - California High Speed Rail, HSIPR - High Speed Intercity Passenger Rail, RTIP - Regional Transportation Improvement Program, TBD - To Be Determined, TIFIA - Transportation Infrastructure Finance and Innovation Act

² Source: California High Speed Rail Funding Plan

³ In November 2005, through Resolution 06-30, the Authority Board programmed RTIP funds for this project. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available near term.

⁴ Potential funding sources include American Recovery and Reinvestment Act Discretionary Grant Funds, a new federal surface transportation act, the creation of a Mello-Roos District in the Transbay redevelopment area.

Prop K Status

Total Available	Allocated ¹	Unallocated	% Allocated	% Unallocated
\$ 304,928,999	\$ 158,949,007	\$ 145,979,992	52%	48%

¹ Allocations through 03.01.10 (February 2010 Board Action).

Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010

Doyle Drive Replacement

Scope

Doyle Drive serves as the south access to the Golden Gate Bridge, winding one and a half miles through the Presidio of San Francisco. Built in 1936, the highway no longer meets acceptable standards in terms of its ability to withstand potential earthquakes, the structural integrity of its bridges and viaducts, and its capacity to handle safely the high volumes of traffic that use it daily. The Federal Highway Administration (FHWA) ranked Doyle Drive as the fifth worst bridge in the nation and the worst in California for structural sufficiency. Given its importance to regional transportation continuity and low structural sufficiency, the existing Doyle Drive facility poses a significant life-safety and economic risk should an earthquake occur. Both Caltrans and the Federal National Bridge Inventory recommend that the existing structures be replaced.

The Authority has been leading the effort since 1994, in close cooperation with Caltrans, to replace the existing Doyle Drive structure. The Authority has forged a partnership with a host of federal, state and local agencies involved with this complex undertaking. These agencies include the FHWA, Presidio Trust, Department of Veterans Affairs, National Park Service, California Department of Transportation (Caltrans), Golden Gate Bridge Highway and Transportation District (GGBHTD), State Historic Preservation Officer and others. In September 2006, after years of public input and involvement, the Authority and its partner agencies selected the Presidio Parkway alternative to replace Doyle Drive. This alternative features six travel lanes plus an eastbound auxiliary lane between the Park Presidio interchange and a new Presidio access at Girard Road. The parkway features wide landscaped medians and includes a high-viaduct, two short tunnels, and a low causeway over a depressed Girard Road.

Status

The Doyle Drive Replacement Project Final Environmental Document was certified on December 16, 2008 by the Authority Board. This major project milestone closed the project's environmental phase, approved the Presidio Parkway as the preferred alternative and initiated engineering of the final design.

Shortly after the passage of the federal American Recovery and Reinvestment Act (ARRA), Caltrans programmed \$50 million in state share ARRA funds to the project, and on February 17, 2010, the project secured an additional \$46 million in federal discretionary ARRA funds from the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.

Engineering design is currently underway, and on May 4, 2009, Caltrans and the Authority executed the Cooperative Agreement to kick off work on the right-of-way acquisition phase of the project. The project is organized as two phases with eight construction contracts. Phase I consists of contracts 1 through 4 for environmental mitigation, utility relocations and the construction of portions of the permanent new parkway, one of four short tunnels under the Presidio and a detour. Once Phase I is complete, expected in late 2011, traffic can be shifted off the old facility allowing its removal and construction of Phase II, with project completion in 2014. Phase II includes contracts 5 through 8 to complete the last three tunnels and bridge structures as well as final landscaping. Phase II has been nominated to

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Doyle Drive Replacement

the California Transportation Commission as a candidate for public-private partnership (PPP). If selected, the last phase of the Presidio Parkway would be delivered as a PPP rather than using conventional delivery techniques.

Schedule

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	2	2000/01	2	2008/09
Design Engineering (PS&E)	3	2007/08	2	2010/11
R/W Activities/Acquisition	2	2008/09	1	2010/11
Advertise Construction	4	2008/09	N/A	N/A
Start Construction (e.g., Award Contract)	1	2009/10	N/A	N/A
Start Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	N/A	N/A	4	2012/13

Cost

Planning/Conceptual Engineering	\$23,900,000
Design Engineering (PS&E)	\$57,000,000
Right of Way	\$94,000,000
Construction	\$779,500,000
TOTAL	954,400,000

**Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010**

Doyle Drive Replacement

Funding Plan

Source ¹	Type	Funding Status			TOTAL
		Allocated	Programmed	Planned	
PLH	Federal	\$17,300,000			\$17,300,000
Federal Earmark High Priority	Federal	\$14,000,000			\$14,000,000
UPA	Federal	\$47,300,000			\$47,300,000
ARRA - TIGER	Federal	\$46,000,000			\$46,000,000
Earmarks - Redirected	Federal			\$26,000,000	\$26,000,000
ARRA - SHOPP	State	\$123,900,000			\$123,900,000
TCRP	State	\$15,000,000			\$15,000,000
SHOPP	State	\$331,100,000			\$331,100,000
RTIP (San Francisco) ³	Local	\$5,000,000	\$66,100,000	\$13,000,000	\$84,100,000
Prop K	Local	\$16,381,085	\$39,900,000	\$11,618,915	\$67,900,000
BATA Bridge Tolls	Local	\$80,000,000			\$80,000,000
GGBHTD	Local		\$75,000,000		\$75,000,000
Marin County	Local		\$4,000,000		\$4,000,000
Sonoma County	Local		\$1,000,000		\$1,000,000
SLPP	Local	\$8,400,000	\$12,600,000		\$21,000,000
TBD ²	TBD			\$800,000	\$800,000
TOTAL		\$704,381,085	\$198,600,000	\$51,418,915	\$954,400,000

Prop K Amount for Entire Project	\$67,900,000
Prop K % of Entire Project	7%
San Francisco Amount for Entire Project (RTIP, Prop K, SLPP)	\$173,000,000
San Francisco % of Entire Project	18%

¹ Acronyms used in this column include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, GGBHTD - Golden Gate Bridge, Highway, and Transit District, PLH - Public Land Highway, RTIP - Regional Transportation Improvement Program, SHOPP - State Highway Operation and Protection Program, SLPP - State and Local Partnership, TBD - To Be Determined, TCRP - Traffic Congestion Relief Program, TIGER - Transportation Investment Generating Economic Recovery, UPA - Urban Partnership Agreement

² Potential funding sources include American Recovery and Reinvestment Act Discretionary Grant Funds, cost savings through project acceleration.

Proposed 2009 Strategic Plan Amendment
Appendix D. Prop K Major Capital Projects – Summary Update – 03.01.2010

Doyle Drive Replacement

³ In November 2005, through Resolution 06-30, the Authority Board programmed RTIP funds for this project. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available in the near term.

Prop K Status

Total Available	Allocated ¹	Unallocated	% Allocated	% Unallocated
\$ 101,600,238	\$ 16,643,490	\$ 84,956,748	16%	84%

¹ Allocations through 03.01.10 (February 2010 Board Action).