

1. CAC Info Sessions
 - a. October 13: Pedestrian and bicyclist safety
 - b. October 15: Transit
 - c. October 19: Budget, costs and environmental review
2. Online Outreach: November 2 – November 13
3. Virtual live meetings

- October 2019: CEQA Clearance
- September 2020: NEPA Clearance
 - Cleared the full project
 - Same project descriptions
- November 2020: Quick Build & Phase 1 Updates

Funding Plan



Funding Source	Full Corridor Env. Review & 30% Design	Design Phase 1A ¹	Redesign Phase 1 ²	Construction Phase 1 ³	Future Phases	Total by Funding Source
General Fund	\$5.2 M					\$5.2 M
Octavia Land Sales	\$3.0 M					\$3.0 M
Market Octavia Impact Fees	\$1.5 M					\$1.5 M
Transit Center Impact Fees					\$ 2 M	\$2.0 M
Prop A GO Bond	\$13 M	\$7.6 M	\$7.0 M			\$27.6 M
MTA Transit Funds		\$1.4 M				\$1.4 M
Prop K (EP 22U)		\$2.2 M				\$2.2 M
OBAG				\$3.4 M		\$3.4 M
BUILD				\$15.0 M		\$15.0 M
Prop K (EP 22U & 44)				\$11.6 M		\$11.6 M
Prop A GO Bond				\$67.9 M	\$30.8 M	\$98.7 M
AHSC Grant				\$2.7 M		\$2.7 M
BART (8th/Grove/Hyde/Market)		\$0.2 M		\$0.4 M		\$0.6 M
PUC Sewer and Water Funds		\$2.1 M				\$2.1 M
PUC Sewer and Water Funds ⁴				\$20.0 M		\$20.0 M
Total Identified Funding	\$22.7 M	\$13.6 M	\$7.0 M	\$121.0 M	\$32.8 M	\$197.0 M

1. Phase 1A design cost included sidewalk level bikeway

2. Phase 1 redesign cost includes shared curb lane

3. Full cost for Phase 1 (Market Street from 5th Street to 8th Street). The segment between McAllister and Charles J. Brenham is part of Phase 2 (F-Loop).

4. Actual PUC cost will be determined through cost share negotiations

Comparison of 2019 and 2020 Designs



Summary of Trade Specific Construction Costs	2019 (Phase 1A) @ 90% Design	2020 (Phase 1) @ 35% Design	Shifted to Phase 2 @ 5% Design	Difference
Roadway	\$11.2 M	\$5.6 M	\$1.0 M	\$4.6 M
Landscape	\$8.3 M	\$3.3 M	\$0.5 M	\$4.6 M
Sewer	\$7.2 M	\$3.1 M	\$0.5 M	\$3.7 M
Water	\$6.2 M	\$4.5 M	\$0.4 M	\$1.2 M
Traffic Signal	\$10.7 M	\$3.2 M	\$1.0 M	\$6.5 M
Power Distribution	\$4.0 M			\$4.0 M
Streetlight (Path of Gold)	\$8.2 M			\$8.2 M
Overhead Contact System (OCS)	\$4.9 M	\$5.1 M		\$-0.2 M
Traction Power - Electrical	\$7.1 M	\$5.1 M	\$0.7 M	\$1.3 M
Traction Power- Civil	\$2.9 M	\$1.6 M		\$1.3 M
Track	\$10.9 M	\$8.7 M	\$0.2 M	\$2.0 M
BART Grating Rehabilitation	\$2.5 M	\$1.8 M	\$0.8 M	\$0 M
Structural	\$2.4 M	\$1.9 M	\$0.5 M	\$0 M
Auxiliary Water Supply System (AWSS)	\$10.6 M	\$3.5 M	\$0.9 M	\$6.2 M
Site Assessment & Remediation (SAR)	\$2.1 M	\$1.0 M	\$0.3 M	\$0.9 M
Traffic Routing	\$4.0 M	\$3.0 M	\$0.5 M	\$0.5 M
Subtotal of Trade Specific Construction Costs	\$103.4 M	\$51.3 M	\$7.2 M	\$44.9 M

Comparison of 2019 and 2020 Designs



	2019 (Phase 1A) @ 90% Design	2020 (Phase 1) @ 35% Design	Shift to Phase 2 @ 5% Design	Difference
Subtotal of Trade Specific Construction Costs	\$103.4 M	\$51.3 M	\$7.2 M	\$44.9 M
Other Hard Costs + Design Contingency	\$14.0 M	\$13.4 M	\$2.5 M	
Construction Contingency (10%)	\$11.7 M	\$6.5 M	\$1.0 M	
Total Construction Cost + Construction Contingency	\$129.1 M	\$71.2 M	\$10.6 M	\$47.2 M
Escalation to Midpoint of Construction	\$15.0 M	\$7.0 M	\$2.2 M	
Total Construction Cost (Escalated)	\$144.0 M	\$78.2 M	\$12.9 M	\$53.0 M
Total Soft Cost	\$47.1 M	\$26.0 M	\$4.0 M	
Total BMS Phase 1 Project Cost (Escalated)	\$191.1 M	\$104.2 M	\$16.9 M	\$70.0 M
	\$191.1 M	\$121.1 M		\$70.0 M

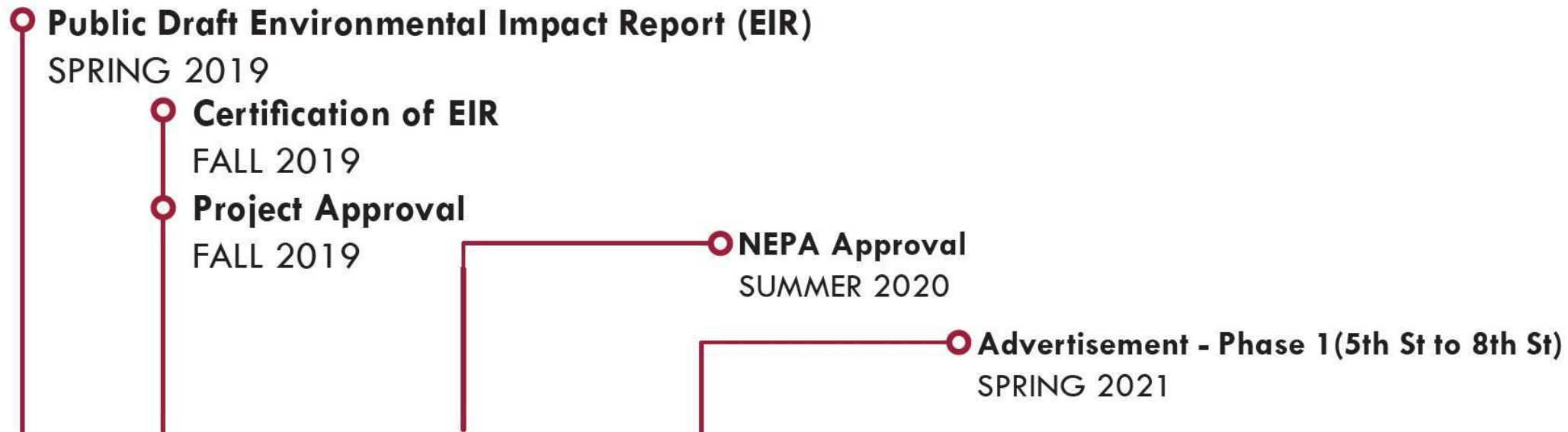
Cost Estimates and Budget



Net difference between 2019 and 2020 = \$63M

2019 Scenario		2020 Scenario	
Design & Environmental Review	\$36.3 M	Design & Environmental Review	\$36.3 M
		Redesign	\$7.0 M
Phase 1A Cost estimate	\$191.1 M	Phase 1	\$104.2 M
		Scope shifted from Phase 1A to Phase 2	\$16.9 M
TOTAL	\$227.4 M	TOTAL	\$ 164.4 M
AVAILABLE FUNDS	\$197.0 M	AVAILABLE FUNDS	\$197.0 M

Schedule



2018 2019 2020 2021 2022 2023 2024 2025

30% Design - Full Corridor

2018 - 2019

Design - Phase 1

2018 - 2021

Quick Build

2020

Construction - Phase 1 (5th to 8th streets)

2021 - 2023

Design - Phase 2 (F-Loop)

2021 - 2023

Construction - Phase 2 (F-Loop)

2024 - 2026

- Phase 1: 5th – 8th
excluding McAllister – Charles J. Brenham
- Phase 2: F-Loop
McAllister, Charles J. Brenham, Market Street between McAllister & CJB
- Options for Future Phases
 - The Hub
 - Main – 5th streets
 - Steuart – Main
 - Traffic signals
 - Transit boarding islands

Potential funding sources for future phases



- Federal Stimulus Funding
- BUILD
- OBAG 3 (FYs 2022/23-2026/27)
- FTA 5337 Fixed Guideway
- Senate Bill (SB) 1
- Cap & Trade
- Active Transportation Program (ATP)
- Local Partnership Program (LPP)
- Regional Measure 3 (bridge tolls)
- Prop K
- Transit Center Impact Fees
- MTA Prop B General Fund set aside
- TNC Tax
- Vehicle License Fee
- Bonds