



HEALTH CARE

Chris Rauber covers health care, education, transportation and nonprofits.

 CRAUBER@BIZJOURNALS.COM

 415-288-4946

 @SFBTCHRIS



The new outpatient facility (foreground) fits neatly into the existing UCSF Benioff Children's complex.

HOSPITALS

Children's Oakland tops out its new outpatient center

UCSF Benioff Children's Hospital Oakland held a "topping out" ceremony last week to mark the ceremonial lifting into place of the final beam on the new outpatient center's six-story steel skeleton. The new complex is the centerpiece of the \$180 million Phase 1 of a planned \$500 million rebuild and expansion project. It's slated to open in the fall of 2017.



A young patient works on a banner thanking the hospital and staff during the "topping out" ceremony.

▶ QUOTE OF THE WEEK

"We face a State of California seismic deadline that requires us to cease inpatient, acute-care services at Alta Bates Campus in 2030. Regardless of the seismic deadline, we must adapt to changes in health care if we are to survive in today's world. Operating two full-service hospitals less than three miles apart is inefficient."



Prosper

CHUCK PROSPER, CEO of multi-campus Alta Bates Summit Medical Center, explaining in an October 2015 internal memo that surfaced recently why he's not spending \$1 billion or more to build a new hospital in Berkeley.

▶ BY THE NUMBERS

\$3.3 million

Total raised by Meals on Wheels at its annual Gala on April 17. That was \$700,000 more than 2015, and \$300,000 more than its "stretch" goal of \$3 million. It translates into 650,000 meals for homebound seniors in San Francisco, officials said.

\$300,000

Amount awarded to 16 Bay Area nonprofits (including six in San Francisco) by the To Celebrate Life Breast Cancer Foundation. Since its launch in 1996, the foundation has made \$4.55 million in grants.

TRANSPORTATION

\$1.5 BILLION ERROR WREAKS HAVOC FOR TRANSBAY TERMINAL

Three major San Francisco planning and transportation agencies thought the Transbay Transit Center was set to get \$2 billion from the California High Speed Rail Authority, but were misled by what all now agree was a rather massive clerical error.

Instead of the \$2 billion, as was stated in an earlier draft of the CHSRA's 2016 business plan, the transit center will get \$557 million to help it pay for a proposed 1.3-mile railway extension from the Caltrain station at Fourth and King Streets to the new Transbay transit hub under construction South of Market.

Lisa Marie Alley, a spokeswoman for the California rail agency, explained that the draft business plan was "erroneously carrying a higher number, and that has now been corrected."

Her agency never intended to provide more than \$557 million in support of the



An artist's rendering of California's planned high-speed train at the terminus in San Francisco. The project had two setbacks from a judge's ruling.

extension project, she said.

The heads of the three agencies had earlier characterized the lower amount as an attempt by the CHSRA to cut its funding commitment for the Transbay extension by roughly 75 percent. But in an April 28 statement to the Business Times, they said that they "appreciate" the CHSRA's clarification on the matter. They accepted that the clarification was intended to correct "a prior error," they wrote in the statement, and isn't a cut from the statewide agency's commitment to provide \$557 million to the Caltrain extension project.

An April 12 letter to the high-speed rail agency from the Transbay Joint Powers Authority also pointed out the error. Brian Dykes, TJPA's principal engineer, told the state agency at the time that the JPA wasn't aware of any \$1.5 billion reduction in funding, and asked for clarification.

The Caltrain extension project — which ultimately could include high-speed rail — could cost up to \$4 billion, and where the rest of that money will come from is far from clear. The funding uncertainty is delaying progress on the extension, which may be delayed further now that City Hall is investigating other potential routes to connect the Caltrain station to the new Transbay Transit Center.

Last week's statement was signed by Tilly Chang, executive director of the San Francisco County Transportation Authority; Ed Reiskin, director of transportation at the San Francisco Metropolitan Transportation Commission, and John Rahaim, director of the San Francisco Planning Department.