

Presentation to Board of Directors FTA-Funded Capital Programs: Central Subway, Church & Duboce and Islais Creek

May 3, 2011, San Francisco, California

Central Subway Project
John Funghi Program Director

Construction Activities

Contract 1250 – Moscone & Portal Utility Relocation Update:

- Continued monitoring of archaeological midden sites (sea shells, bones and dark soil) on 4th Street between Howard and Bryant
- Continued PG&E and AT&T installation and cutovers
- Continued optional sewer work
- Continued joint trench installation between Howard and Clementina

Image: Excavating for installation of gas line at 4th and Howard Streets

Construction Activities (continued)

Contract 1250 – Moscone & Portal Utility Relocation Update:

- Construction Completion Data:
 - 95% of work completed to date
 - Current substantial completion forecasted for May 20, 2011
 - Contract modification #1 to #15 – total of \$1,728,454.00, \$225,000 contingency remaining

Contract 1250 – Moscone & Portal Utility Relocation Forecast:

- Complete Joint Trench on 4th Street between Howard and Clementina Streets
- Complete AT&T installation and cutovers
- Complete optional sewer work
- Complete PG&E service installation and cutovers
- Complete street and sidewalk restoration from Harrison to Bryant

Construction Activities (continued)

Contract 1251 – Union Square Market Street (UMS) Station Utility Relocation Update:

- Notice to Proceed given to Synergy Project Management on January 12, 2011
- Began sidewalk and basement demolition on east side of Stockton Street between Geary and O'Farrell Streets
- Began sewer installation on Geary and O'Farrell east and west sides of Stockton Street

Image: Construction barriers and pedestrian pathway at Macy's
Image: Sub-sidewalk basement demolition on the east side of Stockton Street between Geary and O'Farrell Streets.

Contract 1251: Construction Photos

Image: Continuation of Sewer Installation on Geary Boulevard.

3rd Party Coordination

BART Activity Update:

- Received BART Board approval on request to convene an independent Tunnel Crossing Committee and the finalization of BART Design/Construction Reimbursement Agreement on March 10, 2011
- Received SFMTA Board approval on BART Design/Construction Reimbursement Agreement on April 5, 2011

BART Activity Forecast:

- Ratify SFMTA/BART Design/Construction Reimbursement Agreement

Real Estate Acquisition

Real Estate Activity Update:

- Filed for Pre-Judgment Possession of all three Subsurface Easement Properties – March 15, 2011
- Continued negotiations for Temporary Construction Licenses for all three Subsurface Easement Properties
- Agreed to Purchase Price for Chinatown Station Site
- Continued residential and commercial tenant relocations at Chinatown Station Site
- Issued Residential Entitlement Letters – March 23, 2011
- Continued negotiations for purchase of Moscone Station Site
- Filed for Temporary Access to Moscone Station Site for Environmental Site Assessment Testing

Real Estate Acquisition (continued)

Real Estate Activity Forecast:

- Approve and Execute Purchase and Sale Agreement for Chinatown Station Site – May 2011
- Gain possession of all 3 Subsurface Easements – June 2011
- Continue relocation of tenants at Chinatown Station Site
- Continue negotiations for purchase of Moscone Station Site (MOS)
- Complete Environmental Site Assessment Phase Two – June 2011

Image: Proposed Moscone Station Site

Image: Proposed Chinatown Station Site

Central Subway Financial Plan

Updated Committed Sources

Project Funding and Expenditure Summary

Fund Source	Committed*	Planned	Total	Expenditures as of 12-31-10	% of Expenditure by Source
Federal					
Sect. 5309-NS	72,415,484	869,784,516	942,200,000	50,672,798	5.4%
CMAQ *	41,025,000	-	41,025,000	10,596,439	25.8%
Federal Subtotal	113,440,484	869,784,516	983,225,000	61,269,237	6.2%
State					
TCRP	14,000,000	-	14,000,000	9,000,000	64.3%
State RIP	68,288,000	-	68,288,000	-	0.0%
Prop. 1B (I-Bond) SLPP**	19,722,000	-	19,722,000	-	0.0%
Prop. 1B (I-Bond) PTMISEA	308,000,000	-	308,000,000	16,685,095	5.4%
Prop. 1A (HSR-Bond)	61,090,000	-	61,090,000	-	0.0%
State Subtotal	471,092,000	-	471,100,000	25,685,095	5.5%
Local					
Prop. K	123,975,000	-	123,975,000	10,514,570	8.5%
Local Subtotal	123,975,000	-	123,975,000	10,514,570	0
Project Total	708,507,484	869,784,516	1,578,300,000	97,468,902	6.2%

Changes now pending from the previous Quarterly Fund Summary are shown in the above:

* MTC-led swap is underway to increase near term CMAQ regional funds by \$17.5M for Prop. 1B PTMISEA funds.

** SFCTA-led swap is underway to substitute nearer term Prop. 1B SLPP funds of \$19.7M for longer term State RIP funds.

Contracting Actions

Owner Controlled Insurance Program (OCIP) Brokerage – CS-163/CS-163 Task 2R1:

- Proposals Due Date, February 28, 2011
- Written Proposal Evaluation, March 22, 2011
- Oral Proposal Evaluation, April 19, 2011

- SFMTA Board Contract Approval, May 17, 2011
- Board of Supervisor Contract Approval, May 31, 2011
- Notice to Proceed, June 10, 2011

Project Control Consultant (PCC) – CS-156

- Notice to Proceed, January 27, 2011
- Mobilization and Transition, February/March 2011
- Fully Mobilized/Implementation, April 2011

Final Design Activities

Contract 1252 – Tunnel Activity Update:

- Safety & Security Checklist Sign-Off
- Art Commission Civic Design Approval, January 11, 2011
- Bid Advertisement, February 28, 2011
- Pre-Bid Meeting, March 28, 2011

Contract 1252 – Tunnel Activity Forecast:

- Addendum Lowering Chinatown Station, April 25, 2011
- Bid Opening, May 24, 2011
- SFMTA Board Action, July 5, 2011

Fire Modeling Design Activity Update:

- Updated Report distributed for comments

Final Design Activities (continued)

Contracts 1253, 1254, 1255 – Stations Update:

- SF Recreation and Park Department approval of UMS North Entrance; Coordinated with Mayor's Office of Disability
- Interim Submittal Lowered Chinatown Station, March 1, 2011
- Revised Cost Estimate Lowered Chinatown Station, April 5, 2011
- Art Commission Phase 2 Approval for MOS Station, March 21, 2011

Image: Moscone Station Entrance

Image: Union Square Market Street Station Entrance

Image: Chinatown Station Entrance

Final Design Activities (continued)

Contracts 1253, 1254, 1255 – Stations Forecast:

- Advance design toward 90% Submittal
- Art Commission Phase II Design Review CTS, April 18, 2011 and UMS May 16, 2011

Contracts 1256 – Systems Update:

- 65% Design Submittal, March 1, 2011

- Subway Environmental System (SES) and Computational Fluid Dynamic (CFD) System Analysis Validation

Contracts 1256 – Systems Forecast:

- 90% Design in progress
- Support for Safety and Security Certification for Stations and Systems

Central Subway

Project Staffing

FTEs December 2010 - February 2011

Locations	December 2010 Planned FTEs	December 2010 Actual FTEs	January 2011 Planned FTEs	January 2011 Actual FTEs	February FTEs Forecast
Project Office (821 Howard Street)					
SFMTA (Admin/Program Management)	5.0	5.4	5.0	5.0	5.0
PMCM (CS149)	19.0	21.6	19.0	21.0	20.0
PCC (CS156)	0.0	0.0	0.0	0.0	2.5
DPW (CM)	4.0	3.3	4.0	4.0	4.0
Sub-totals	28.0	30.3	28.0	30.0	31.5
Design Office (651 Brannan Street)					
SFMTA (Admin/Program Management)	4.0	5.0	4.0	5.0	5.0
PMCM (CS149)	4.0	6.8	4.0	6.0	6.0
PBT (CS155-1)	7.0	11.3	7.0	17.0	17.0
CSDG (CS155-1)	74.0	50.0	74.0	36.6	40.6
HNTB-B&C (CS155-3)	17.0	14.0	17.0	17.1	17.1
Sub-totals	106.0	87.1	106.0	81.6	85.6
Other					
SFMTA (RE, Contracts, Admin)	1.0	2.1	1.0	2.0	2.0
SFMTA + DPT (Design)	4.5	5.3	4.5	5.0	5.0
City/County of San Francisco	0.5	0.5	0.5	0.5	0.5
PMCM	4.0	8.5	4.0	8.5	8.4
DPW (Design)	7.0	4.4	7.0	6.4	6.4
PBT (CSS155-1)	0.0	2.1	0.0	1.3	1.3
CSDG	5.0	10.0	5.0	6.5	9.5

(CS155-2)					
HNTB-B&C (CS155-3)	0.0	0.0	0.0	0.0	0.0
Sub-totals	22.0	32.8	22.0	30.2	33.1
Totals	156.0	150.2	156.0	141.8	150.2

Cost Contingency Drawdown

The CSP is obligated to effectively manage risks. The most obvious manifestation of this effective management of risks is for the Project to demonstrate that it is not consuming cost or schedule contingency more rapidly than that depicted by the buffer curve which is defined below and included as part of the Project cost and schedule contingency drawdown curves. The current curves provide the minimum contingencies, over time, that the Project must maintain for cost and schedule.

The minimum amounts and their respective "Hold Points" are taken from FTA PMOC "Final Report of Risk Assessment – Workshop #4", Chapter 6, March 31, 2009. Hold points are associated with strategic events and are also known as FTA Milestone Review Points. The current dates associated with them are based on the February 2011 schedule.

Minimum cost contingency amounts and hold points are shown in the following table:

	Hold Points	QTR	Minimum Contingency Level (\$Millions)
1	Tunnels 100% Designed May 2010	1Q11	\$280
2	UMS 100% Designed June 2011	4Q11	\$250
3	FFGA Award and NTP Tunnels October 2011	4Q11	\$225
4	CTS/UMS Commence October 2012	4Q12	\$160
5	Demobilize Tunnels January 2014	1Q14	\$140
6	Complete Station to Platform Levels September 2016 (CTS/MOS)	3Q16	\$60
7	Complete CTS/Tunnels Systems Installation June 2017	1Q18	\$25
n/a	Revenue Service	4Q18	0

Schedule Contingency

Minimum schedule contingency amounts are shown in the following table:

	Hold Points	QTR	Minimum Contingency Level (Months)
1	Tunnels 100% Designed May 2010	1Q11	14
2	UMS 100% Designed June 2011	4Q11	13
3	FFGA Award and NTP Tunnels October 2011	4Q11	12
4	CTS/UMS Commence October 2012	4Q12	10
5	Demobilize Tunnels October 2013	1Q14	8
6	Complete Station to Platform Levels October 2015 (CTS/MOS)	3Q16	6
7	Complete CTS/Tunnels Systems Installation June 2017	1Q18	4
n/a	Revenue Service	4Q18	0

CSP shall implement and maintain throughout the Project, an acceptable Contingency Management Plan that ensures that distributions of contingency are appropriately controlled resulting from deliberate and sufficiently independent CSP management actions with adequate internal controls that are tested regularly.

The CSP will actively conduct primary risk mitigation to reduce the overall level of risk. This will improve the CSP's chances of remaining above the buffer cost and schedule drawdown curves. In addition, the Project will develop secondary mitigation plans to provide the means to replace contingency expended greater than that depicted by the buffer curve for any period of time.

On a monthly basis, CSP will status actual cost contingency drawdown curves by reflecting, among other things, the impact of bid award amounts on planned contingency, approved change orders for all active contracts and changes to the current cost estimate.

Actual schedule contingency drawdown curves will be statused monthly to reflect any recognized delays and schedule improvements.

End of Central Subway slides of this Presentation.

CHURCH AND DUBOCE PROJECT OVERVIEW

YINGMING GU PROJECT MANAGER

PROJECT LIMITS AND SCOPE

Project Limits: Along Duboce Avenue between Noe Street and Church Street and along Church Street between Duboce Avenue and Market Street including the crossings on Market Street.

Project Scope is described below:

- Rail replacement with direct fixation
- Track switch control system upgrades
- Overhead contact system replacement
- Boarding Island improvements
- Sidewalk extensions and improvements
- Street lighting improvement
- Street paving and curb ramp upgrades
- Water and sewer improvements

COLLABORATIONS

- SFMTA Sustainable Streets Division
 - San Francisco Planning Department
 - San Francisco Department of Public Works (DPW)
 - San Francisco Public Utilities Commission (SFPUC)
 - San Francisco Arts Commission (SFAC)
 - Community Groups: Duboce Triangle Neighborhood Association (DTNA), Castro/Upper Market Community Benefit District (CBD) and The WIGG Party
- Logos are shown for above city agencies and community groups.

NOE STREET BOARDING ISLAND TRANSFORMATION

The top view shows the existing condition at Noe Street boarding island.

The bottom view shows the rendering of the proposed widened and beautified boarding island at Noe Street surface station.

Sidewalk Extension at Duboce/Sanchez/Steiner

The rendering shows bulbouts at northwest corner of Duboce and Steiner and southwest corner of Duboce and Sanchez. This sidewalk extension includes treatments such as brickbanding and concrete bollards to provide additional seating on the extended sidewalk. Another purpose of this bulbouts is to calm the traffic along Duboce Avenue.

Church and Duboce Transformation

Historical Photo in the 70's

The first picture shows a historical photo taken in the mid 70's. It shows the existing boarding islands on Duboce Avenue at Church Street for N Line inbound and out bound trains. It shows parking cars on the north side of Duboce Avenue, same buildings, same poles.

The second picture shows the current condition at this location with more trees along Duboce Avenue, no parking cars on the north side of Duboce Avenue, more people waiting on the boarding islands, same boarding islands and same poles.

The third rendering shows the proposed plan for this locations which features widened and lengthening the boarding islands with brickbanding treatment, decorative guardrails to protect Muni patrons on the boarding islands from traffic; new Muni transit shelter with NextMuni signs; painted dedicated bike lane on the north side of Duboce between Fillmore and Church Streets; new poles with decorative lighting fixtures; special paving treatment in the Muni right of way and special roadway paving next to the boarding islands.

FUNDING PLAN

FTA Section 5309	\$22,920,000	
Prop K Sales Tax	\$5,430,000	
AB664 Bridge Toll	\$300,000	
Rail Program Subtotal		\$28,650,000
Local Prop K - Pedestrian Program		\$220,000
<i>Bulbouts at Duboce/Sanchez/Steiner</i>		
SFPUC - Power Enterprise Revenue		\$500,000
<i>street lighting</i>		
DPW – Prop 1B State Transportation Bond		\$700,000
<i>street paving & curb ramp upgrades</i>		
SFPUC – water		\$1,100,000
SFPUC – sewer		\$900,000
TOTAL		\$32,070,000

PROJECT SCHEDULE

Completed Detail Design: March 2010

Advertised Contract: November 2010

Awarded Contract: February 1, 2011

Notice to Proceed: March 28, 2011

Construction: May 2011 – March 2013

ISLAIS CREEK **MOTOR COACH FACILITY**

Peter Gabancho
Senior Project Manager

1301 Cesar Chavez **Future Islais Creek Facility**

Aerial Photograph of the Islais Creek Property

- The property is bounded on:
 - The North by Cesar Chavez Street
 - The South by Islais Creek
 - The East by Indiana Street
 - The West by Interstate 280
- The perimeter of the facility is highlighted in yellow.

Scope of Work Phase I - Site Development and Fuel/Wash Buildings

- Construct new motor coach yard at 1301 Cesar Chavez Street on 5.32 acres of City-owned land and 2.4 acres of Caltrans property that will be leased or purchased
- Plans include parking for 165 of the SFMTA's 40-foot motor coaches and a fueling and wash facility
- Islais Creek edge treatment will reflect the historical industrial and port uses along the Bay

ISLAIS CREEK **MOTOR COACH MAINTENANCE AND OPERATIONS FACILITY PHASE I** **CONSTRUCTION**

Plan View of the Facility Highlighting:

- The perimeter fencing
- The Fuel and Wash building
- The Annex Building
- The Shoreline Improvements and Cabled-Stayed Structure

Progress Phase I - Site Development and Fuel/Wash Buildings

- The project was advertised and 5 bids were received on October 14, 2010
- The construction contract was awarded to S. J. Amoroso Construction Co., Inc. for an amount of \$24,977,000
- Notice to Proceed was issued on February 28, 2011

Next Steps Phase I - Site Development and Fuel/Wash Buildings

- Continue community outreach
- Establish Transit Operations' needs for services performed at Kirkland not supported by Phase I construction
- Ensure that those needs can be met at other existing SFMTA facilities
- Complete construction
- Relocate vehicles and operations from Kirkland to Islais Creek

Schedule for Phase I - Site Development and Fuel/Wash Buildings

<u>Activity</u>	<u>Date – Projected</u>
Issue Construction Contract	
Advertise Re-Bid Package	September 2010
Open Bids	October 2010
Award Contract	December 2010
NTP	February 2011
Substantial Completion	June 2012
Begin Regular Operations	August 2012

Budget Phase I - Site Development and Fuel/Wash Buildings

Project Budget	\$ 48,469,512
Design Costs*	
• Consultant Services	\$ 2.27 million
• Staff & City	\$ 5.15 million
Acquisition of Land, R/W, and Permits - I (Completed)	
• PUC Land Transfer	\$ 0.65 million
• Other Land, R/W, and Permits	\$ 7.09 million
Contract Cost	\$24.98 million
Const. Management & Support	\$ 4.30 million
<u>Land Purchase & Long Term Lease**</u>	<u>\$ 4.0 million (place holder)</u>
Total	\$ 48.44 million

Note* - Design Costs includes partial design of Phase II

Note - Outstanding land purchase and lease are for the Caltrans parcels to be used in Phase I**

Scope of Work Phase II – Maintenance and Operations Facility

- Construct new 65,000 square foot motor coach maintenance and operations facility at 1301 Cesar Chavez Street
- Plans include light and heavy maintenance bays, ware house space, operations and maintenance offices, showers, gillie room, locker rooms, and training space

**ISLAIS CREEK
MOTOR COACH MAINTENANCE AND OPERATIONS FACILITY PHASE II
CONSTRUCTION**

Plan View of the Facility Highlighting:

- Phase II: Future Maintenance and Operations Building

Progress Phase II - Maintenance and Operations Facility

- Secured \$35 million in Federal State of Good Repair Funding for Phase II
- Excess Local Match from Phase I will be used to match the State of Good Repair Funds

Next Steps Phase II - Maintenance and Operations Facility

- Assess the extent of modification needed to the existing design
 - Evaluate the technological and operational needs of Operations and Maintenance based on current and future motor coach purchases
 - Evaluate the design based on changes to the Building Code
- Complete design of Maintenance and Operations Facility
- Construct the new building

Schedule for Phase II - Maintenance and Operations Facility

<u>Activity</u>	<u>Date – Projected</u>
Issue Construction Contract	
Receive State of Good Repair Funds	June 2011
Begin completion of design	June 2011
Complete design	December 2012
Advertise Bid Package	March 2013
Open Bids	May 2013
Award Contract	August 2013
NTP	September 2013
Substantial Completion	March 2015

Grant Funding Plan and Budget Phase II - Maintenance and Operations Facility

Project Budget

State of Good Repair Funds* **\$35,000,000**

Design Costs \$ 3.0 million

Contract Cost \$ 28.0 million

Const. Management & Support **\$ 4.0 million**

Total	\$35.0 million
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Note* - Local Match Provided by Phase I of the Islais Creek Project