



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

Date: Wednesday, July 26, 2017; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: Chris Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Peter Tannen, Shannon Wells-Mongiovi and Bradley Wiedmaier

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6:00	1.	Call to Order	
6:05	2.	Chair’s Report – INFORMATION	
6:08	3.	Approve the Minutes of the June 28, 2017 Meeting – ACTION*	3
6:10	4.	Update on the Vision Zero Initiative – INFORMATION Staff from the San Francisco Municipal Transportation Agency will provide an update on the City’s Vision Zero initiative.	
6:40	5.	Update on the Central Subway Project – INFORMATION* Staff will provide an update on the Central Subway project, focusing on the schedule delay and associated mitigations. The CAC received a detailed update on the project at its February meeting, which flagged the schedule delay. The February CAC memo is attached for reference, as is a new presentation providing updated information.	11
7:00	6.	Presentation on the San Francisco Municipal Transportation Agency’s Capital Improvement Program – INFORMATION Staff from the San Francisco Municipal Transportation Agency will provide an overview of the Capital Improvement Program.	
7:25	7.	Public Comment	
7:30	8.	Adjournment	

*Additional Materials

Next Meeting: September 6, 2017

CAC Meeting Agenda

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, June 28, 2017

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:02 p.m.

CAC Members present were: Myla Ablog, Becky Hogue, John Larson, Santiago Lerma, Peter Tannen and Chris Waddling (6)

CAC Members absent were: Jackie Sachs (entered during Item 8), Larkin (entered during Item 9), Wells-Mongiovi and Wiedmaier (4)

Transportation Authority staff members present were: Tilly Chang, Amber Crabbe, Anna LaForte, Warren Logan, Maria Lombardo, Oscar Quintanilla, Steve Rehn and Steve Stamos

2. Chair's Report – INFORMATION

Chair Waddling reported that Peter Sachs had been suspended from the CAC following the May CAC meeting which constituted his fourth regular meeting absence. He said he would be considered for reinstatement at the July 11 Board meeting along with Jackie Sachs, whose two-year term expired in July. He recognized and congratulated Jackie on June representing her 20th consecutive year serving on the CAC. He said that in July, staff would be conducting outreach on the San Francisco Transportation Plan (SFTP) 2017, the minor update to the previous major update to the countywide transportation plan that was adopted in 2013. He said the SFIP 2017 would report on progress on transportation investments and new revenues, as well as trends affecting transportation since the initial adoption.

Chair Waddling said that the San Francisco Transportation Task Force 2045 had its first meeting on June 5 and would have its next meeting on July 24 from 4:00 to 5:30 at 1 South Van Ness. He said that at the May CAC meeting, the San Francisco Municipal Transportation Agency (SFMTA) had requested Transportation Fund for Clean Air funding to support their staff costs associated with Phase IV bike share expansion. He said that while the CAC had approved the item, at the June 27 Board meeting Chair Peskin had requested that this portion of the TFCA program of projects be continued to the following Board meeting due to concerns about the impact of Ford GoBike on the small, local bike rental shops. He said while GoBike had been working with Mayor Lee's Office on the issue, it was not totally resolved as of the Board meeting. He added that staff was targeting July 26 for the special CAC meeting to cover a range of topics that the CAC had shown interest in over the previous several months, and that was also targeting July 28 for the CAC to take a tour of the Central Subway project.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the May 24, 2017 Meeting – ACTION
- 4. Adopt a Motion of Support for Approval of the Revised Debt, Fiscal, Investment,

Procurement and Travel, Conference, Training and Business Expense Reimbursement Policies – ACTION

5. **Adopt a Motion of Support for Execution of Amendment No. 1 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$100,000, to a Total Amount Not to Exceed \$600,000, and Extend the Agreement through June 30, 2018 – ACTION**
6. **Adopt a Motion of Support for Approval of a Four-Year Professional Services Contract with WSP USA, Inc. for Construction Management Services for the Yerba Buena Island Westside Bridges Project in an Amount Not to Exceed \$5,500,000, and a Two-Year Professional Services Contract with S&C Engineers, Inc. for Construction Management Services for the Yerba Buena Island Southgate Road Realignment Improvements Project in an Amount Not to Exceed \$3,000,000 – ACTION**
7. **Citizens Advisory Committee Appointments – INFORMATION**

There was no public comment on the Consent Agenda.

Becky Hogue moved to approve the Consent Agenda, seconded by Myla Ablog.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larson, Lerma, Tannen and Waddling (6)

Absent: CAC Members J. Sachs, Larkin, Wells-Mongiovi and Wiedmaier (4)

End of Consent Agenda

8. **Adopt a Motion of Support for Allocation of \$5,440,926 in Prop K Sales Tax Funds for Two Requests, with Conditions, and Appropriation of \$100,000 in Prop K Funds for One Request – ACTION**

Steve Rehn, Senior Transportation Planner, and Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Waddling noted that the Transportation Authority had funded the design phase of signals Contract 34 in June 2015. He asked staff to confirm that the intersection at 11th, 13th, Bryant and Division Streets was in District 10. Mr. Rehn replied that staff would look into that and get back to him.

Mr. Waddling said he had sent an email to the project manager for the Golden Gate Park project earlier in the week requesting some clarifications. He stated that he was tired of pedestrians and cyclists being killed on the city's streets and wanted to make sure the project was exploring all options for improving safety. He said if there were additional options that were not being considered, the city needed a commitment from the SFMTA and the Recreation and Park Department that they would be investigated further and given sufficient consideration. He asked SFMTA staff to provide an indication of what changes to expect. Nick Smith, Transportation Planner at the SFMTA, replied that the scope of the project was only short-term treatments that could be implemented by early 2018. He said the primary intent for the project was to explore circulation changes in the park, which the SFMTA would be doing by making 30th Avenue a one-way street. He said if it was determined that larger scale circulation changes should be considered, that would need to be initiated by the Recreation and Park Department and done over a longer time frame. He said the circulation changes needed to be carefully considered so as not to push traffic onto Fulton and Lincoln Streets, which were high-injury corridors. Mr. Smith added that

the Recreation and Park Department could use a consultant to provide a third-party perspective on potential changes, and noted that the SFMTA would be happy to partner on that endeavor.

Mr. Waddling asked if the District 10 Mobility Management Study would consider the new development near Quint Street. Ms. Hiatt said it would.

There was no public comment.

Peter Tannen moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larson, Lerma, J. Sachs, Tannen and Waddling (7)

Absent: CAC Members Larkin, Wells-Mongiovi and Wiedmaier (3)

9. Adopt a Motion of Support for Approval of San Francisco's One Bay Area Grant Cycle 2 Program of Projects – ACTION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

John Larson said that in looking at the two Priority Development Area (PDA) maps for the last two cycles, it seemed that PDAs in the east side of the city were most likely to see projects funded. He said the PDAs on the south and west side of the city did not have many projects, and noted that Commissioner Yee often raised concerns about projects being distributed equitably. He asked for a summary of the Safe Routes to School (SRTS) non-infrastructure project and an explanation for how the project's outcomes would be evaluated. Ana Validzic, Program Manager at the Department of Public Health, replied that SRTS was an international program in all 50 states which all used the same framework. She said the program focused on educational programs to improve pedestrian safety around elementary schools and encourage families to get their kids to and from school using modes other than single-family driving. She said the Department of Public Health worked with the SFMTA to facilitate traffic enforcement and identify schools that had high rates of walking or collisions to target funding. She added that they also conducted pre and post surveys with students to measure progress of increasing bicycling and walking to school, but the ultimate goal was to improve safety.

Myla Ablog said she was glad that One Bay Area Grant (OBAG) 2 funding was going to Geary Boulevard. She asked if the proposed new fare gates at the Embarcadero BART Station would be compatible with Clipper Cards. Todd Morgan, Principal Financial Analyst at BART, replied that BART had no plans to move away from Clipper. He added that a new generation of Clipper Cards would be coming soon, as the Metropolitan Transportation Commission (MTC) was working on implementing that and expanding Clipper's use. He added that the recently approved BART budget included a fifty-cent extra charge on paper tickets.

Santiago Lerma asked why the second elevator was needed and why staff was recommending OBAG funding for a new BART station elevator, rather than BART paying for it with its own funding. Mr. Morgan replied that another elevator was needed to improve reliability and to support increased ridership. He said that the elevator in question was included in the BART budget, and BART would be contributing \$12 million in Measure RR funds to match the requested \$2 million in OBAG funds.

Jackie Sachs commented that bicyclists should be required to have license plates and asked if any city in the country required them to have licenses or license plates. Ms. Validzic replied that she did not know of any jurisdiction with that requirement.

During public comment, Ed Mason asked whether the new fare gates being installed at the Embarcadero BART Station would be conventional ones or the ones that better restrict fare evaders. He questioned whether the SRTS non-infrastructure program was successful and noted that while the SFMTA was encouraging younger people to practice safe bicycle riding, it also funded the San Francisco Bicycle Coalition to teach bicycle riding. He said the city was going overboard with encouraging bicycling in the city, and that while there were environmental benefits, there were also safety concerns, especially for kids who were more vulnerable and prone to accidents.

Mr. Morgan stated that the proposed Embarcadero Station project would add accessible fare gates where they currently didn't exist, with higher barriers to prevent fare evasion.

Josie Ahrens, Neighborhood Organizer at Walk San Francisco, said she managed the SRTS program and voiced support for the requested funding. She said the program did a robust job of encouraging young people to take alternative transportation to school and helped reimagine transportation in cities. She said an example was a "walking bus" for truant students that helped increase safety and also improved attendance. She said Walk San Francisco hoped to see more collaboration with city agencies through the funding being requested.

Becky Hogue moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen and Waddling (8)

Absent: CAC Members Wells-Mongiovi and Wiedmaier (2)

10. Adopt a Motion of Support for Adoption of the San Francisco Transportation Demand Management Plan for 2016-2020 – ACTION

Warren Logan, Senior Transportation Planner, and John Knox White, Program Manager at the SFMTA, presented the item per the staff memorandum.

Chair Waddling stated that staff had requested that the CAC amend the item to change the action from adopting the plan to accepting the plan, per a previous agreement with the SFMTA and Planning Department.

Myla Ablog asked what the definition of ridesharing was, and whether it specifically referred to 511 ridesharing or Uber or Lyft pools as well. She also noted that a lot of congestion from Uber and Lyft was due to drivers coming from outside San Francisco who weren't familiar with the city. Mr. Logan replied that ridesharing had yet to be defined but that the definition should be clarified. He added that the issues such as that would be addressed in future studies.

John Larson said that the report included a survey from the San Francisco Travel Association that showed what mode of transportation people used when visiting the city. He noted that the various transportation systems operating in San Francisco offered a lot of options but that they didn't sync perfectly, but that Clipper Card had helped with that. He asked what information was available for visitors that explained how the various systems interconnected so that they could use public transportation more efficiently. He noted that some conventions in other cities provided attendees with a pass that could be used on any transit system and asked if San Francisco had something similar. Mr. Knox White replied that the SFMTA had a program that addressed many of those questions, and that they had worked with the city's Hotel Council, SF Travel, and the various convention centers to develop it. He noted the SFMTA had recently contracted with a firm to do some research on how people visiting the city made their transportation choices. He

said there was a transit pass available that offered three days of unlimited travel and that the SFMTA was considering a similar Muni pass, but that it was still in development.

During public comment, Ed Mason commented that there was no mention of a regional express bus system and noted that the problem with the transportation system was that passengers had to transfer between operating agencies, which was more of an issue than the fare systems. He said regarding ridesharing, there was an environmental impact not mentioned in the report about the totality of the daily decisions people made in using Uber or Lyft. He said while there were many sustainability programs directed at lower-income populations, they should also be directed at upper-income populations who could afford to take Uber and Lyft frequently. He also mentioned that Muni lacked a motto about sustainability that could be helpful.

Mr. Logan noted that staff was working with the San Francisco Environment on messaging about sustainability.

Chair Waddling moved to amend the item to change the action from adopting the plan to accepting the plan, seconded by Brian Larkin.

The amendment to the item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen and Waddling (8)

Absent: CAC Members Wells-Mongiovi and Wiedmaier (2)

Becky Hogue moved to approve the amended item, second by Brian Larkin.

The amended item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen and Waddling (8)

Absent: CAC Members Wells-Mongiovi and Wiedmaier (2)

11. Vision Zero Ramp Intersection Study Phase 1 Update – INFORMATION

Colin Dentel Post, Senior Transportation Planner, presented the item per the staff memorandum.

Santiago Lerma asked why open crosswalks were considered an improvement. Mr. Dentel-Post replied that there were two main reasons they were considered an improvement, the first being that there were a couple locations where intersections did not have crosswalks so it was a safety and accessibility issue. He said the second reason was that it allowed people to take a more direct route which fit with the city's transit-first policy as well as limited their exposure to traffic since they only had to cross once.

Myla Ablog said that it seemed that District 5 had a lot of issues with cars blocking intersections but that messaging on Muni buses seemed to help alleviate the issue, and asked what else could be done. Mr. Dentel-Post replied that it was an issue at many intersections across the city but especially at freeway on and off ramps where there were traffic back-ups. He said the improvements included in this study would not directly address the blocking of intersections as it was more of an education and enforcement issue.

Becky Hogue noted that the outreach included the San Francisco Bicycle Coalition but did not appear to include the Pedestrian Safety Advisory Committee (PSAC). Mr. Dentel-Post replied that the project team had met with Walk San Francisco and presented to the Vision Zero Task Force, among others, but that they would be happy to meet with PSAC as well.

Chair Waddling asked if the project team had met with disabled community groups, to which Mr.

Dentel-Post replied that they had met with Senior and Disability Action.

Peter Tannen said the study did a good job of depicting the conditions at on and off-ramp intersections and asked if there was any concern from Caltrans on how the proposed changes would impact the performance of the freeways. Mr. Dentel-Post replied that the project team had reached out to Caltrans regarding the study but had not had a complete discussion with them. He said that most of the changes being proposed would not affect the capacity of traffic coming off the freeway as they would mostly affect traffic getting on the freeway. He said the project team had explored reducing the number of lanes at the intersection of 8th and Harrison Streets from three to two since traffic speeds were high and in close proximity to pedestrians waiting to cross the street, but that it would require additional traffic analysis and collaboration with Caltrans on how it would impact the freeway operations.

There was no public comment.

Chair Waddling called Items 12 and 13 together.

12. Adopt a Motion of Support for Adoption of Revised Guiding Principles for Emerging Mobility Services & Technologies – ACTION

13. Update on Emerging Mobility Services and Technologies, Including Transportation Network Companies – INFORMATION

Warren Logan, Senior Transportation Planner, and Drew Cooper, Transportation Planner, presented the item per the staff memorandum.

Santiago Lerma questioned if the report was missing environmental principles and representative groups. Mr. Logan replied that the guiding principles did address sustainability, and that Mr. Cooper would discuss how that would be incorporated in future studies. He added that in addition the groups listed in Attachment 1, staff had also reached out to San Francisco Environment.

Becky Hogue noted that the among the groups contacted was Walk San Francisco and the San Francisco Bicycle Coalition, but asked why it did not include PSAC. Mr. Logan replied that staff had conducted a lot of focus groups with representative organizations and received feedback but would be happy to reach out to that group as well.

Mr. Lerma asked what public outreach was conducted. Mr. Logan replied that information was posted on the Transportation Authority's website along with email blasts and blog posts. He said the project team also conducted an equity focus group as that was a major area of concern, and had reached out to Transform and the Greenlining Institute to discuss how the principles might affect low-income communities of color.

Peter Tannen said that Lyft was included as an emerging provider while Uber was not, and asked for a clarification between Uber and Lyft in terms of regulation and whether Uber was considered a Transportation Network Company (TNC). Mr. Logan replied that both Lyft and Uber were contacted as part of the study but that Lyft provided a lot more information than Uber did. He noted that Uber was considered a TNC, but that there was question of whether Uber should continue to be considered a TNC and that it could hinge on whether it transported freight.

Myla Ablog said the guiding principles should inform documents such as the Transportation Demand Management (TDM) plan, especially to make sure the data being relied on was current. She added that transportation in the city was changing quickly and that regulations often couldn't keep up.

John Larson asked if there was any information on the number of TNC vehicle trips, and whether TNCs were expanding the number of trips or substituting some of them. Mr. Cooper replied that

the information wasn't available yet, but would be considered in future studies around mode shift.

Mr. Lerma asked for an explanation of the data collection. Mr. Cooper replied that the data was collected from the Uber and Lyft phone applications, and that researchers at Northeastern University had created an application that sent commands to the companies' servers and retrieved data on the current vehicles operating in a given area. He said from that data, staff was able to determine a lot of information about trips made in the city.

Becky Hogue asked if the information included cases of drivers refusing or unable to pick up disabled customers. Mr. Cooper replied that the data was still being sorted and that they would follow up if that information was determined. Mr. Logan added that the focus group meeting with the disabled community discussed that issue and would be considered in future studies.

Ms. Ablog stated that future studies should include background checks on drivers, training for drivers, as well as safety and liability for transporting minors. Mr. Logan replied that those areas would be addressed by the California Public Utilities Commission's (CPUC's) rulemaking process.

Chair Waddling asked if the future studies would address all mode shifts, and not just people shifting from driving personal vehicles to taking TNCs. Mr. Cooper replied that it would include all modes such as public transit, walking and bicycling.

Mr. Lerma noted that one of the guiding principles was labor, and that according to the report only 29% of drivers operating in San Francisco were residents of the city. He asked what inputs would be used to analyze labor and local hiring practices. Mr. Logan replied that part of the process was understanding the regulatory landscape of TNCs, and whether city agencies could affect change or whether it would have to be the CPUC or state legislature.

During public comment, Ed Mason questioned the role that MTC had on TNCs and whether the study would affect what other cities in the region would do. He said that the city's TDM policy around development would lead to a tradeoff of less residential parking and car ownership with potentially more TNCs operating on the streets which was an unintended consequence.

Mr. Logan replied that staff was working with the SFMTA to start an informal working group with other agencies in the region, one of which was MTC, with the goal of coordinating across the region. He said that the Planning Department had added the tradeoff with TNCs to its list of questions to be addressed by the TDM program.

Chair Waddling noted that the University of California, San Francisco was expanding and there was population growth in the Dogpatch neighborhood, and noted that streets weren't designed for that amount of traffic and that private shuttles would not be able to offset the demand.

Peter Tannen moved to approve Item 12, seconded by Santiago Lerma.

Item 12 was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen and Waddling (8)

Absent: CAC Members Wells-Mongioli and Wiedmaier (2)

14. State and Federal Legislative Update – INFORMATION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, and Maria Lombardo, Chief Deputy Director, presented the item staff memorandum.

John Larson asked if another agency would be created to oversee the Regional Measure 3 expenditure plan. Ms. Lombardo replied that MTC would oversee the plan as they did the other bridge tolls.

There was no public comment.

15. Introduction of New Business – INFORMATION

Becky Hogue commented that she recently attended a Connect SF scenario-building workshop on how transportation would look in 50 years. She said the group would meet again in September and included representatives from the Office of Economic and Workforce Development, SFMTA, Planning Department and Transportation Authority, among others. Chair Waddling said that it seemed the group had a lot of staff but not enough community representatives, and that it being hyper local and lack of diversity could be issues. Ms. Hogue agreed that there should be efforts to include a more diverse group in future outreach.

Jackie Sachs said that she recently attended a workshop on proposed bike share stations. She said the city should avoid putting bike share stations in front of libraries, schools, churches and hospitals and instead be placed near parking lots that had more room to help accommodate senior citizens and the disabled community accessing these places.

Santiago Lerma said he recently rode his bicycle to Treasure Island but that the 25-Muni bus had only two bicycle racks and could not accommodate the demand to get off the island. Ms. Hogue stated that was an issue that had been brought up by Treasure Island residents but would be addressed in future plans with Ferry service. Peter Tannen noted that Alameda-Contra Costa Transit District buses used to allow additional bicycles on the buses by removing seats.

There was no public comment.

16. Public Comment

During public comment, Ed Mason commented that idling commuter shuttle buses were a significant issue on Spare the Air Day and Bike to Work Day. He said he had submitted numerous complaints about the idling before he finally noticed some reductions, but that idling on Valencia Street in the median turning lanes was still an issue and should be considered double-parking.

17. Adjournment

The meeting was adjourned at 8:05 p.m.




Memorandum

Date: 02.16.17

RE: Citizens Advisory Committee
February 22, 2017

To: Citizens Advisory committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **INFORMATION** – Major Capital Projects Update – Central Subway

Summary

The Central Subway is one of the signature projects in the Prop K sales tax Expenditure Plan. As Phase 2 of the T-Third light-rail line, it will extend from 4th and King Streets to Chinatown, with a surface station at Brannan Street and underground stations at the Yerba Buena/Moscone Center, Union Square, and Chinatown. Work on this project reached 64% in December 2016. Construction has been completed on the two utility relocation contracts and the tunnels contract. Work is proceeding on the \$844 million stations and systems contract where the contractor, Tutor Perini, will construct the three underground stations, the surface station, and the overall systems for the project. Excavation is well underway at all three underground stations and work is proceeding at the surface station. As of the end of December 2016, expenditures on this contract reached \$448.2 million, or 51% of the total contract value. As of the same date, the project had paid \$496.48 million to Small Business Enterprises, which represents 44% of the total expenditures. The project budget remains at \$1.578 million, which is the baseline established in 2010. The project contingency stands at \$78.49 million, \$18.49 million over the Federal Transit Administration's recommended contingency level of \$60 million at this point of the project. Revenue service is forecasted for September 2019, nine months later than the baseline, though the San Francisco Municipal Transportation Agency and the contractor are working on recovery plans.

BACKGROUND

The San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway project will extend the T-Third light rail line (also known as the Initial Operating Segment of the Third Street Light Rail Project) north from King Street along Fourth Street, entering a tunnel north of Bryant Street, crossing beneath Market Street, and running under Stockton Street to Stockton and Washington Streets. A surface station will be provided near Brannan Street, and underground stations will be located at Yerba Buena/Moscone Center, Union Square, and Chinatown. The Central Subway is one of the signature projects in the Prop K Expenditure Plan.

On March 30, 2010, through Resolution 10-51, the Board adopted a Baseline Budget, Schedule and Funding Plan for the Central Subway project and subsequently adopted an amended funding plan on February 15, 2011, through Resolution 11-44. On October 11, 2012 the SFMTA received the Full Funding Grant Agreement from the Federal Transit Administration (FTA), which represents the federal government's commitment of \$942 million in New Starts funds to the project. Construction started in January 2010.

DISCUSSION

The purpose of this memorandum is to provide an update on the Central Subway project.

Budget: The Baseline Budget for the Central Subway project is \$1.578 billion in year-of-expenditure dollars. As of December 31, 2016, the project had incurred \$1.017 billion in costs against \$1.328 billion in allocations. The expenditures reflect 64.42% of the overall Baseline budget. The current cost Forecast-at-Completion remains unchanged at \$1.578 billion. The project contingency stands at \$78.49 million, \$18.49 million over the FTA recommended contingency level of \$60 million at this point of the project.

Central Subway Baseline Budget (in millions)	
Preliminary Engineering	\$46.2
Final Design	\$83.7
Construction	\$1,080.6
Real Estate	\$37.4
Vehicles	\$26.4
Project Management	\$206.4
Other*	\$22.9
Unallocated Contingency	\$74.4
Approved Baseline Budget Total	\$1,578.3
Forecast Cost at Completion	\$1,578.3

*Other includes legal, permits, review fees, survey, testing, investigation, inspection, and startup

Funding: The funding plan for the project is depicted in the table below and in a more detailed format in Attachment 1. All funding sources are allocated, with the exception of about \$173 million in Federal New Starts funds, which are committed to the project by the FTA, but subject to annual appropriations by Congress.

The funding plan includes \$88.0 million in in State Regional Improvement Program (RIP) funds, which were committed by the Transportation Authority to the project years ago. As reported in prior updates, most of this amount (\$75.5 million) is unlikely to be available in time to meet the project's cash flow needs.

The Transportation Authority and the SFMTA have long recognized that the RIP is a very erratic source of funding and one that has been chronically under-funded for more than a decade. Thus, we continue to support the SFMTA in the identification of alternate fund sources that can meet the project's cash flow needs. The Transportation Authority will uphold its RIP commitment by programming those funds to other eligible SFMTA RIP projects as the funds become available.

Central Subway Funding Plan by Source (in millions)	
Federal 5309 New Starts Program	\$942.2
Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$41.0
State Prop 1B – SFMTA	\$225.3
State Regional Improvement Program/Other Local	\$88.0
State Prop 1B – MTC	\$82.5
State Prop 1A High-Speed Rail Connectivity	\$61.3
State Traffic Congestion Relief Program (TCRP)	\$14.0
Local Prop K Sales Tax	\$124.0
Total Funding	\$1,578.3

Schedule: As shown below, revenue service on the Central Subway is forecasted to commence on September 2019, nine months later than the Baseline schedule. Although there are various reasons for the delay, a good portion is due to the contractor's difficulties in meeting its anticipated production rates at the Chinatown Station. The contractor is required to implement a recovery schedule to put the project back on schedule. To that effect the contractor has implemented more work shifts and is replacing some of the current equipment with more efficient ones. The SFMTA is performing a schedule re-evaluation, utilizing an updated contract schedule. Other recovery options are being implemented in key areas as work proceeds. The SFMTA continues to meet with the contractor to discuss all schedule concerns and comments. The controlling critical (longest) path currently runs through the excavation and construction of the Chinatown Station, followed by Surface Station and Systems construction and, finally, commissioning and pre-revenue activities.

Central Subway Construction Milestones	
Construction Start	Jan-10A
Start tunnel boring with tunnel boring machine (TBM)	May-13
Tunnels substantial completion	Apr-15
Start Stations and Systems contract	Jun-13
Complete Yerba Buena/Moscone Center Station	Mar-19
Complete Chinatown Station	Mar-19

Complete Union Square/Market Street Station	Mar-19
Completion of Stations and Systems	Jun-19
Startup and Commissioning begins	Mar-19
Revenue service	Sep-19

Status: The project is being delivered in four construction packages, all of which have been awarded: Utility Relocation 1, Utility Relocation 2, Tunnels, and Stations and Systems. Both Utility Relocation contracts and the \$241.29 Tunnels contract have been completed. Work is underway on the Stations and Systems contract, where expenditures have reached \$448,222,878 against a contract value of \$844,494,796, for 51% of the total. This is the largest single construction contract ever awarded by the SFMTA.

Tutor Perini, the contractor for the Stations and Systems contract, is proceeding at all four station locations. At the Chinatown Station, the headhouse has been mostly excavated and mining of the station cavern is underway. At the Union square station, work continues in excavation and shoring of the station box and at the station headhouse on the Union Square garage. Meanwhile, at the Yerba Buena/Moscone Center station, excavation has reached the invert and the tunnel liners have been removed within the station box. For the surface station at 4th and Brannan Streets, work has been completed on the special trackwork at 4th and King Streets, the 78 inch sewer reconstruction and the 48 inch sewer installation. Ductbank and pavement renovation is also underway.

Disadvantaged Business Enterprise/Small Business Enterprise (SBE) Program: The Central Subway's SBE program is based on contract-specific goals ranging from 6% to 30%, depending on the type of work and availability of SBEs. As of December 31, 2016, the project has paid out \$496.48 million to SBEs, which represents 44% of the total expenditures. For its part, the \$843 million Stations and Systems contract has a goal of 20%, which represents \$169 million to SBEs. However, actual payments to SBEs under this contract have reached \$238 million, or 53% of the total. A detailed SBE report is included as Attachment 2.

Challenges: Although all funding for the project is identified, there is a need for ongoing advocacy to ensure that annual appropriations of the remaining New Starts funds remain at the levels needed to meet project cash flow needs. Recent appropriations have been keeping pace with projected needs. Another funding concern is the need to secure an alternate funding source for the remaining \$75.5 million in RIP funds which almost certainly won't be available when required to meet the project's cash flow needs given projected state funding levels. As noted above, Transportation Authority and SFMTA staffs continue to work together on this topic.

Although the official schedule for revenue service remains unchanged, the forecasted completion is nine months later than the Baseline. Despite ground conditions being as anticipated in the Chinatown cavern, the contractor's productivity has been lower than planned. The SFMTA has held two schedule workshops with the participation of FTA and Transportation authority staff, to discuss strategies to improve the schedule. The contractor has implemented mitigation efforts, in an effort to recover lost time but continues to fall behind. The SFMTA is working on identifying schedule recovery options, such as overlapping activities that can take place concurrently, and re-organize the testing and startup schedule. Even with all the efforts, the contractor may be unable to make up the time. Should that be the case, the contract stipulates liquidated damages at the rate of \$50,000 per day.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (2):

1. Central Subway Funding Plan
2. Central Subway SBE Participation

Attachment 1
Central Subway Full Funding Plan
Updated: February 2017

Source ²	Type	Status	Project Phases ¹					Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON			
5309 New Starts	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$685,198,594	\$769,200,000	\$942,200,000	
		Programmed	\$0	\$0	\$0	\$173,000,000	\$173,000,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
CMAQ ³	Federal	Allocated	\$0	\$14,328,445	\$0	\$26,696,555	\$41,025,000	\$41,025,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$0	\$0	\$61,308,000	\$61,308,000	\$61,308,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1B- MTC	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$63,270,813	\$87,895,815	\$87,895,815	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1B-SFMTA	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$194,499,677	\$219,896,185	\$219,896,185	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
RIP-SF/Other ^{3,4}	State	Allocated	\$0	\$0	\$0	\$12,498,000	\$12,498,000	\$88,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000		
TCRP	State	Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000	\$14,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop K	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$92,414,199	\$123,975,000	\$123,975,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Totals		Allocated	\$45,453,112	\$113,681,636	\$34,777,414	\$1,135,885,838	\$1,329,798,000	\$1,578,300,000	
		Programmed	\$0	\$0	\$0	\$173,000,000	\$173,000,000		
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000		
			\$45,453,112	\$113,681,636	\$34,777,414	\$1,384,387,838	\$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, and TCRP - Traffic Congestion Relief Program.

Central Subway Full Funding Plan
Updated: February 2017

³ In January 2008, the Transportation Authority working with MTC and SFMTA brokered a fund swap of \$4 million in FY 2008/09 RIP funds programmed to Central Subway for an equivalent amount of CMAQ funds for the subject project. The swap gave SFMTA quicker access to the funds than would have been possible with the delay in available RIP funds. The \$4 million in CMAQ funds count toward the Transportation Authority's RIP commitment to the project. The RIP funds helped MTC address eligibility issues for a regional project. In November 2008, the Transportation 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 SFMTA 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.

⁴ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four signature Prop K projects, including Central Subway. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made Central Subway the second highest priority after Presidio Parkway (required by the State) for future RIP funding cycles until those commitments are fulfilled. The Presidio Parkway RIP commitment was fulfilled with adoption of the 2012 State Transportation Improvement Program, making Central Subway the highest priority for RIP funds. The Transportation Authority and SFMTA are working together to ensure that alternate funding is available to the project, given that the remaining RIP funds are not likely to be available in time to meet the project's cash flow needs.

PROGRAM SUPPORT CONTRACTS – SBE PARTICIPATION

Appendix E presents the Central Subway Program Small Business Enterprise or SBE goals and the actual SBE participation achieved to date – as of December 31, 2016.¹

CS Program SBE Summary Table for Professional Services and Construction Contracts

The summary compares the dollar value of the Base Contracts, the SBE Contract Goals, the percent and dollar value expended to date and the SBE actual participation to date.

Appendix E - Monthly Progress Report - Reported Quarterly in 2016**CS Program SBE Summary Table for Professional Services and Construction Contracts**

Contract No.	Contractor	Services/Segment	A	B	C	D	E	F	G	
			Contract Amount	SFMTA SBE Contract Goal	Contract Expenditure to Date (Est.)	SBE Actual to Date	SBE Contract \$ = A * B	SBE Amount to Date = C * D	Contractor's SBE Goal (in Bid)	
A Project Professional Services Contracts			<i>millions</i>		<i>millions</i>		<i>millions</i>		<i>millions</i>	
1	149	CS Partnership	Project Management	\$85.14	30%	\$58.54	39.7%	\$25.54	\$23.25	31.4%
2	156	Hill International	Project Controls Task 1	\$17.11	26%	\$9.60	28.9%	\$4.45	\$2.77	26.0%
3	155-1	PB Telemon	Tunnels Design	\$7.94	30%	\$7.89	29.7%	\$2.38	\$2.34	31.6%
4	155-2	CS Design Group	Stations Design	\$36.52	30%	\$35.21	37.5%	\$10.96	\$13.20	36.4%
5	155-3	HNTB, Inc. - B&C	Systems, Track & Surface Station Design	\$17.23	30%	\$25.83	26.8%	\$5.17	\$6.92	30.0%
Subtotal Professional Services				\$163.94		\$137.07		\$48.50	\$48.49	
B Project Construction Contracts			<i>millions</i>		<i>millions</i>		<i>millions</i>		<i>millions</i>	
1	1250	Synergy Inc	Utility Relocation 1	\$11.97	20%	\$11.97	97.2%	\$2.39	\$11.63	96.4%
2	1251	Synergy Inc	Utility Relocation 2	\$20.79	20%	\$20.79	87.4%	\$4.16	\$18.18	94.9%
3	1252	BIH	Tunnels and Portal - in Construction	\$241.29	6%	234.88	97.1%	\$14.48	\$228.12	6.1%
4	1277	MH Construction	Pagoda Demolition	\$0.65	100%	\$0.65	100.0%	\$0.65	\$0.65	100.0%
5	1300	Tutor-Perini	Stations/Track/Systems - in Construction	842.94	20%	\$448.22	53.1%	\$168.59	\$237.90	25.5%
Subtotal Construction Contracts				\$1,117.64		\$716.52		\$190.27	\$496.48	
Contract	Contractor	Services/Segment	Base Contract	SFMTA Goal	Expenditures	SBE Actual	= A * B	= C * D	Bid Goal	
			A	B	C	D	E	F	G	

SBE Summary Table Notes and Sources:

- a) Column A is the base contract amount awarded. Column B is the Agency SBE goal percent for each contract awarded.

The SFMTA SBE Contract Goals are also on the Central Subway web site under the listing of on-going contracts – see “**Closed and Awarded Contracts**” at this link: <http://centralsubwaysf.com/content/closed-and-awarded-contracts>

- b) Column C shows each contract's current amount expended to date (estimated) including accruals. Column D is the actual SBE percent level of each contract based on payments to date. Column E is the expected SBE dollar amount when the contract amount is completed and the SFMTA SBE goal achieved using this calculation: Columns A * B = Column E, the SBE Expected \$ Amount.

Column F is the actual SBE dollar amount out of the total contract expenditure to date:

Columns C * D = Column F, the SBE Expended \$ Amount.

The source of the SBE Actual percent to date and dollar amounts are Progress Payment

¹ An SBE is a for-profit, small business concern with a three (3) year average gross revenue not exceeding \$14 million or \$12 million, depending on the scope of work to be performed, that is certified under any of the following programs: the State of California's Small Business Program with the Department of General Services ("State Program"), the City and County of San Francisco's LBE Program ("City Program"), or the California Unified Certification Program ("Federal DBE program").

Central Subway Project Delivery Update

Citizens Advisory Committee
Agenda Item 5



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

July 26, 2017

Project is Within Budget

- ▶ Forecast-at-completion remains at \$1.578 billion, the baseline established in April 2009
- ▶ \$1.07 billion spent as of May 31 = 67.8%
- ▶ Contingency at \$75.05 million, \$14.93 million over \$60 million FTA recommendation
- ▶ Contractor has spent \$492.27 million or 57.9% of its \$846.92 million budget



Project is Behind Schedule

- ▶ Contractor's Forecast-at-Completion is December 2019
- ▶ Twelve months later than the baseline established in April 2009
- ▶ The delay is attributed to the Contractor's inability to meet its own excavation rates for the Chinatown Station
- ▶ The balance of the project is on schedule



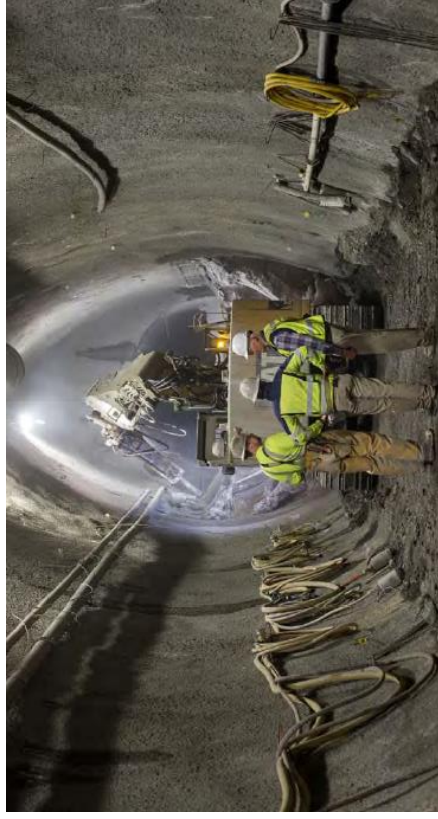
Schedule Delay Mitigation

- ▶ Contractor is required to develop and implement a recovery schedule and mitigation plan
- ▶ SFMTA has authorized the contractor to re-sequence the Chinatown Station excavation in order to have more headings available for mining operations
- ▶ SFMTA is re-evaluating the overall schedule, using approved as-built monthly schedules



Schedule Workshops

- ▶ SFMTA has held two schedule workshops with the FTA and Transportation Authority staff
- ▶ A third FTA workshop is scheduled for July 26 and 27
 - Evaluate potential time saving measures
 - Assess likely range of dates for Revenue Service
 - Determine achievable Chinatown excavation production rates
 - Potential for re-sequencing Testing and Startup activities



- ▶ Potential additional soft costs and contractor claims, costs are already included in the cost forecast
- ▶ It appears that there is sufficient cost contingency to cover these items and other project cost risks
- ▶ Liquidated Damages for this contract are \$50,000/day



Chinatown Station

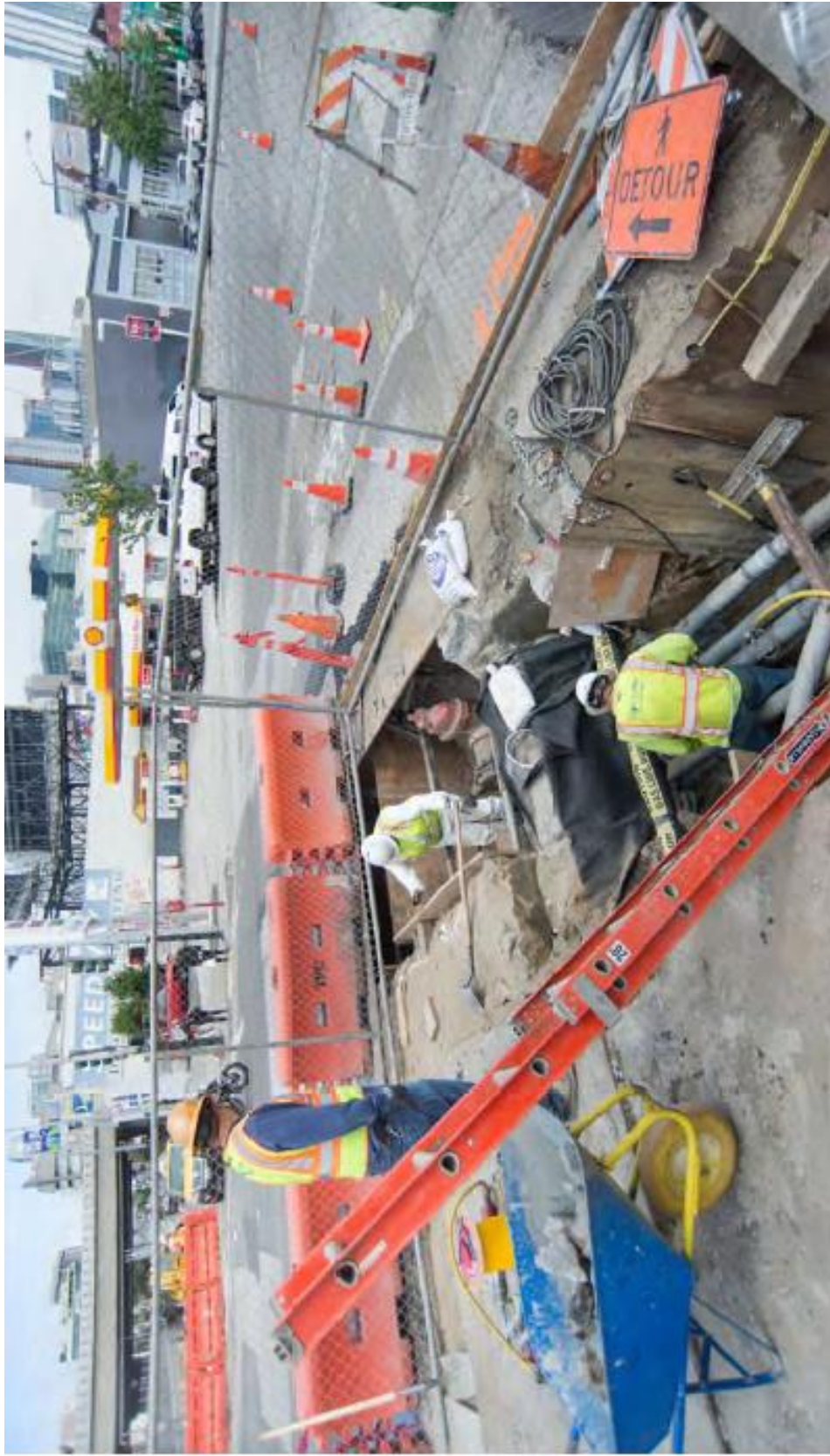


Union Square / Market Street Station Site



Yerba Buena/Moscone Station Site





Central Subway Update



THANK YOU

