



Memorandum

Date: 10.15.14

RE: Citizens Advisory Committee
October 22, 2014

To: Citizens Advisory Committee

From: Lee Saage – Deputy Director for Capital Projects

Subject: **INFORMATION** – Major Capital Projects Update – Islais Creek Maintenance Facility

Summary

The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. The project includes a fuel-and-wash building, a 65,000-square-foot motor coach maintenance and operations building, administration building, bus storage, and land acquisition. The facility will service 40- and 60-foot-long motor coaches. The facility will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. The current budget is \$126.8 million making it one of the largest SFMTA facility projects that is receiving Prop K local transportation sales tax funds. Phase I of the project, which included sitework, bus storage, the fuel-and-wash building and the administration building, was completed in early 2013 and is now operational. Redesign work on Phase II, the maintenance building, was completed in September under an agreement with San Francisco Public Works for design and development of the contract documents. SFMTA advertised for bids for Phase II on October 10, 2014, with bids due on December 1, 2014. Substantial completion is scheduled for January 2017. **This is an information item.**

BACKGROUND

The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. With a current budget of \$126.8 million, it is also one of the largest SFMTA facility projects that is receiving Prop K local transportation sales tax dollars. The project includes a fuel-and-wash building, a 65,000-square-foot light and heavy maintenance building, administration building, bus storage, and land acquisition.

The project is being built in two phases. Phase I includes: sitework, bus storage, administration building, and the fuel-and-wash building. Phase I of the project was completed in early 2013 and is now operational. Phase II consists of the maintenance building. Originally intended to service 40-foot-long motor coaches, at the Transportation Authority's recommendation, the facility has been re-designed to also accommodate 60-foot-long articulated motor coaches. This change is not only in accordance with SFMTA's recent policy changes to increase the proportion of the longer coaches, but will also be the first increase in maintenance capabilities for these vehicles since 1989. It will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. Redesign work on Phase II, the maintenance building, was completed under an agreement with the San Francisco Public Works (SFPW) for design and development of the contract documents.

This memorandum provides an update on the Islais Creek Maintenance Facility.

DISCUSSION

Budget and Cost: As of September 30, 2014, the project has incurred \$54.3 million in expenses against a current project budget of \$126,836,448. A cost summary is shown in the table below.

The original budget for this project, established in 2010, was \$67,969,512. According to the SFMTA, the main reasons for the increase were escalation, redesign to comply with new building codes, and converting the building to LEED Gold. The heated construction market was also a major contributor.

Budget By Phase		
	Phase I	Phase II
Right of Way	\$3,102,000	\$5,735,000
Conceptual Engineering	\$380,200	\$0
Detailed Design	\$3,421,800	\$13,157,000
Construction	\$34,781,000	\$66,259,448
Sub-total	\$41,685,000	\$85,151,448
TOTAL	\$126,836,448	

Funding: The funding plan for the project is shown below.

Funding By Source	
Federal Section 5309-Bus and Facilities	\$45,906,576
Federal Transit Administration - FTA CA-03	\$11,770,269
Federal Section 5307	\$7,587,165
State STP/CMAQ	\$3,958,000
CCSF General Obligation Bond (planned)	\$31,259,829
Prop K sales tax (SFCTA)	\$9,181,055
SFMTA Bond 2013	\$6,350,000
SFMTA Bond 2014	\$2,456,922
SFMRIC	\$6,227,618
Transit Impact Development Fee (TIDF)	\$1,240,000
TFCA-Program Manager (SFCTA)	\$500,000
AB664 Bridge Toll Funds	\$400,000

TOTAL \$126,837,434

Funds are mostly secured for the project except for \$31,259,829 in City and County of San Francisco General Obligation bond revenues, subject to voter approval this November.

Schedule: The major milestones in the current schedule for Phase II are shown below. Substantial completion is scheduled for January 2017.

Phase II Major Milestones	
Complete Design	September, 2014
Advertise for Bids	October, 2014
Open Bids	November, 2014
Award Contract	December, 2014
Notice -to- Proceed to Contractor	February, 2015
Substantial Completion	January, 2017

Status: Phase I was completed in early 2013 and is now in operation. SFMTA advertised for bids for Phase II on October 10 2014, with bids due on December 1, 2014.

DBE/SBE Program: Not available at the time of this writing.

Challenges: A significant portion of funding for Phase II (\$31.3 million) is dependent upon voter approval of the General Obligation bond on the November 2014 ballot. Should the bond measure not pass, Phase II of the project will have a funding shortfall. Our staff and consultants will be working with SFMTA in the following weeks to assist whenever possible to develop a backup plan to ensure that the project can remain on schedule.

This is an information item.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.