Cellular in the Tunnel Project

Background

- Communication Agreement between BART and SFMTA was approved by the Board of Supervisors and signed by Mayor Ed Lee on November 4, 2016
- Communication Agreement allowed BART (on SFMTA's behalf) to sign contract with a vendor – Mobilitie. SFMTA to review and provide the feedback to the contract but will not be a signatory to the contract
- Pursuant to this Agreement, SFMTA would allow BART's Vendor, Mobilitie, to install Network Infrastructure at SFMTA Tunnels that would provide cellular signal from Service Providers (e.g., AT&T, Verizon, Sprint, etc.)
- Communication Agreement would allow SFMTA to collect a portion of the revenue annually (based on calculations)

Objective

- Enable cellular signal availability in SFMTA Underground Tunnels (Central Subway and Market Metro Tunnels)
- Generate revenue through profit sharing

Benefit

- **Customer Focus**: Availability of cellular signal inside SFMTA-owned Tunnels
- **Revenue Generation:** Revenue sharing with BART (BART estimates ~$1 million per year for SFMTA)
- **No SFMTA Cost**: SFMTA Project resources cost fully reimbursable by BART thru their vendor - Mobilitie
- **Additional Fiber**: 72 strands of dark fiber in Market Street Tunnel for 100% SFMTA non-commercial use – $0 Cost to SFMTA (at minimum $200K savings)
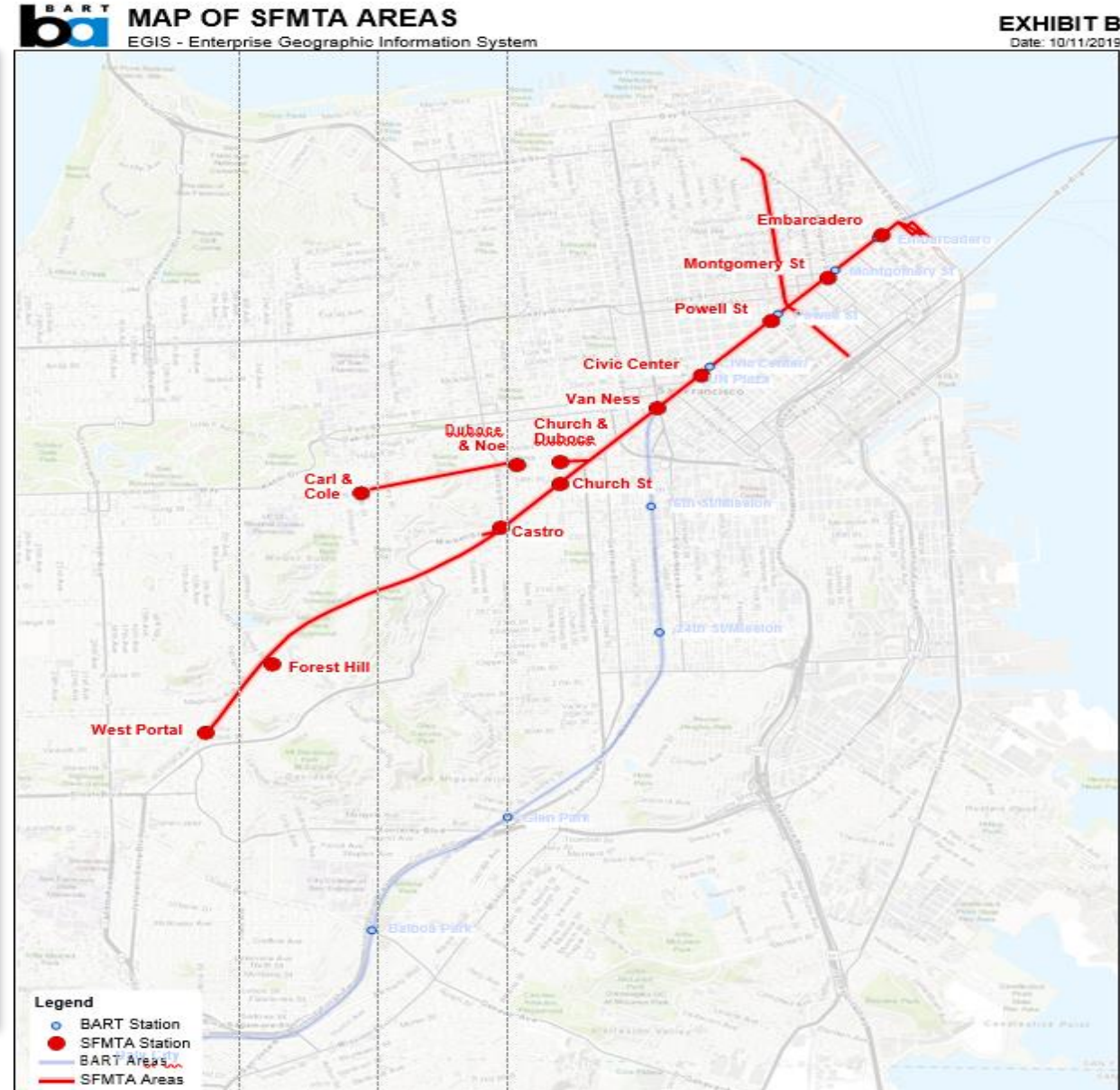
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In-Scope

Cellular Capability at the following SFMTA Tunnel Sites:

- **Central Subway**: To avoid any operational interruptions, plan is to start with Central Subway
  - <u>Constraint</u>: Will require on time access to the CS Tunnel for Construction – Antennas, Network Equipment, etc.
- **Market Metro (Muni Metro) Tunnels**: After Central Subway portion of the Project is completed, start Market Metro Tunnels portion

Out of Scope

- **Wi-Fi Services**: Wi-Fi capabilities is out of scope for this project at this time

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Project Challenges:

This is a complicated and challenging project. Following are some examples:

- **Time Delays**: BART Vendor selection took 2-Years after SFMTA-BART Communication Agreement (BART managed the RFP)
  - <u>Note</u>: 1) Once the 2016 agreement was signed – BART's RFP process took TWO YEARS to actually identify Mobilitie as their vendor
    - 2) BART does not have a signed contract with Mobilitie yet to commence the work
- **Tunnel Access for Construction work**: Access to both Tunnels – Central Subway and Metro - will require close coordination and access will be dependent on Maintenance work and Other critical projects SFMTA has in the works
- **SFMTA and Other City Agency Frequencies**: City Emergency Services (DEM, FD, PD) Utilize SFMTA Tunnels for their Backup Frequencies. Therefore Cellular in the Tunnel design and testing will be critical to avoid any frequency interference
- **BART – Mobilitie Contract**: BART Owns Contract with Mobilitie. SFMTA does not have a direct agreement with Mobilitie. This will require SFMTA to go through BART for any project related activities and reporting needs for Muni Metro Tunnel work
- **Central Subway work**: Project work and vendor management in the CS will involve Mobilitie, BART, SFMTA and L3Harris. This will require a separate contract between Mobilitie, BART, L3Harris and SFMTA

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SFMTA's Commitment:

- Review (Approve) hardware location in Tunnels
- Allow BART's Contractor (Mobilitie) to install hardware in SFMTA Tunnels for cellular service availability
- Review (Approve) Tunnel Access Requests
- Provide Railway Worker Protection (RWP) training to BART's vendor
- Coordinate Project and Operational Activities
- Review/Audit Annual Revenue Disbursement Reports

Next Steps:

- Review/Approve Contract Agreement between BART and Mobilitie for Metro Market Tunnel Portion
- Review/Approve Contract Agreement between BART, Mobilitie, L3Harris, and SFMTA for work in Central Subway Tunnel Portion
- Once Central Subway is available, initiate hardware installation in Central Subway Tunnel
- Initiate hardware installation in Metro Market Tunnels
- Coordinate Project and Operational Activities

Questions??

Thank you!