



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** 6:00 p.m., Wednesday, February 26, 2014

**Location:** 1455 Market Street, 22<sup>nd</sup> Floor

**Members:** Glenn Davis (Chair), Joseph Flanagan (Vice Chair), Myla Ablog, Brian Larkin, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Peter Tannen, Christopher Waddling and Wells Whitney

6:00 1. **Committee Meeting Call to Order**

6:07 2. **Chair's Report – INFORMATION**

6:10 **Consent Calendar**

3. **Approve the Minutes of the January 22, 2014 Meeting – ACTION\***

4. **Adopt a Motion of Support for Increasing the Amount of the Professional Services Contract with Mark Thomas & Company, Inc. by \$117,231, to a Total Amount Not to Exceed \$598,181, for Planning, Environmental, and Engineering Services for the Folsom Street Off-Ramp Realignment Project During the Construction Phase, and Authorizing the Executive Director to Modify Non-Material Contract Terms and Conditions – ACTION\***

In July 2008, the San Francisco Redevelopment Agency (SFRA) entered into an agreement with the Transportation Authority, as San Francisco's Congestion Management Agency, to be the lead agency for the Folsom Street Off-Ramp Realignment Project (Project). In February 2008, the Transportation Authority awarded a professional services contract to Mark Thomas & Company, Inc. (MTCO) in an amount not to exceed \$300,000 for planning, environmental, and engineering services for the Project. With the dissolution of the State's redevelopment agencies in 2012, the Project was put on hold, which led to the contract expiring prior to the completion of the work. On April 30, 2013, the Office of Community Investment and Infrastructure (OCII), as the Successor Agency to the SFRA, authorized a new contract with the Transportation Authority to complete design and provide additional funding, including compensation for unpaid expenses from the original agreement in excess of the original \$300,000. The Transportation Authority approved a contract amendment with MTCO in the amount of \$123,070 in June 2013 to complete design services for the Project. We administratively amended the contract again in September 2013 to add \$57,880 for unpaid cost owed to MTCO that had not been discovered earlier. On November 19, 2013, the Commission on OCII approved a Memorandum of Agreement with the Transportation Authority for services associated the construction phase of the project, including engineering design services during construction. MTCO is the engineering design firm of record for the Project and should be retained to provide engineering design services during construction. **We are seeking a motion of support for increasing the amount of the professional services contract with MTCO by \$117,231, to a total amount not to exceed \$598,181, for planning, environmental, and engineering services for the Folsom Street Off-Ramp Realignment Project during the construction phase, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions.**

5. **Adopt a Motion of Support for Exercising the First One-Year Option of the Memorandum of Agreement (MOA) with the Office of Economic and Workforce Development and to Increase the MOA Amount by \$167,700, to a Total Amount Not to Exceed \$335,400, for CityBuild Services to Promote Workforce Development for Phase II of the Presidio Parkway Project and Authorizing the Executive Director to Modify Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION\***

The Transportation Authority has collaborated with the Office of Workforce Development (OEWD) to track local opportunities related to construction projects within the City and County of San Francisco. On February 22, 2012, through approval of Resolution 12-46, the Transportation Authority authorized a Memorandum of Agreement (MOA) with OEWD for a one-year period with two additional one-year extension options, in an amount not to exceed \$167,700, for CityBuild services to enhance local hire for Phase II of the Presidio Parkway project implementation. The Transportation Authority and OEWD wish to further this relationship and provide a structure where OEWD will provide valuable local outreach and develop a skilled workforce to enhance the opportunities for San Francisco residents to become aware of and qualified for construction jobs relating to the implementation of Phase II of the Presidio Parkway project. This agreement will be funded by Prop K funds previously appropriated through Resolution 10-66. **We are seeking a motion of support for exercising the first one-year option of the MOA with OEWD, and to increase the MOA amount by \$167,700, to a total amount not to exceed \$335,400, for CityBuild services to promote workforce development for Phase II of the Presidio Parkway project and to authorize the Executive Director to modify agreement payment terms and non-material agreement terms and conditions.**

6. **Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2013/14 Budget to Increase Revenues by \$2,907,954, Decrease Expenditures by \$110,932,870, Decrease Other Financing Sources by \$290,324,510 for a Total Net Decrease in Fund Balance of \$176,483,686, and Amendment of the 2013 Strategic Plan – ACTION\***

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2013, through Resolution 13-60, the Transportation Authority adopted the Fiscal Year (FY) 2013/14 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2013/14 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. **We are seeking a motion of support to amend the adopted FY 2013/14 budget to increase revenues by \$2,907,954, decrease expenditures by \$110,932,870, decrease other financing sources by \$290,324,510 for a total net decrease in fund balance of \$176,483,686, and amendment of the 2013 Strategic Plan.**

7. **State Legislative Update – INFORMATION/ACTION\***

To inform state advocacy efforts, the Transportation Authority tracks pending state legislation and presents a matrix of transportation-related bills to the Finance Committee each month. This matrix provides a summary of each bill and its status, and offers the Transportation Authority Board the opportunity to take formal positions on proposed legislation. We have attached the state legislative matrix that was recommended by the Finance Committee to the Transportation Authority Board for approval at its February 25 meeting. Since then, significant new legislation has been introduced such as Senate Bill 1156 (Steinberg) which would impose a carbon tax on fuel in place of expanding cap-and-trade regulation to the state Fuels Distribution System and reinvest the proceeds in tax credits for low and middle-income Californians. We are still analyzing these bills and have not yet included them on the matrix with a recommended position. **This is an information item.**

**End of Consent Calendar**

**6:15 8. Adopt a Motion of Support for Approval of the 19th Avenue Transit Study Final Report – ACTION\***

The 19th Avenue Transit Study (Study) builds on recent planning efforts to develop plans for a west-side grade-separated (i.e. partial subway or bridge crossings of 19th Avenue) alignment of the M-Ocean View as it traverses the neighborhoods surrounding 19th Avenue in Southwest San Francisco. The purpose of the Study is to define conceptual alternatives and determine their feasibility, benefits, and impacts. At its September 25, 2013 meeting the Citizens Advisory Committee (CAC) heard an informational update on the Study as it was conducting its second round of outreach focused on the evaluation results of alternatives and the features and benefits of the highest-performing alternative. Since that time, outreach has been completed, all the Study's technical work has been completed and documented in a final report, and start-up activities for the next phase of the project have advanced. The next phase of work, the Pre-Environmental Study, will advance project development and produce a Project Study Report as required for projects located on State-owned right-of-way, preparing the project to commence environmental review in mid-2015. The San Francisco Municipal Transportation Agency will lead the next phase in collaboration with the Transportation Authority and the California Department of Transportation. Funding for this next phase is included as a separate agenda item at the February CAC meeting. **We are seeking a motion of support for approval of the 19th Avenue Transit Study Final Report.**

**6:40 9. Adopt a Motion of Support for the Allocation of \$4,262,840 in Prop K Funds, Appropriation of \$132,626 in Prop K Funds, and Allocation of \$1,844,994 in Prop AA Funds, with Conditions, for Nine Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, Amendment of the Prop AA Strategic Plan and Relevant Prop AA and Prop K 5-Year Prioritization Programs – ACTION\***

As summarized in Attachments 1 and 2, we have received nine requests for \$6,240,460 in Prop K and Prop AA funds. It is a strong group of projects which builds on recommendations from the San Francisco Transportation Plan, Plan Bay Area, and existing Prop K priorities. Five requests are for projects that expand transit capacity and/or improve transit service and/or transportation/land use connections, in Priority Development Areas. These include the Transbay Joint Powers Authority's Transbay Transit Center (\$3,450,000 in Prop K funds); the Bay Area Rapid Transit District's (BART's) Embarcadero & Montgomery Capacity Implementation Strategy (\$112,500 in Prop K funds); Caltrain's North Terminal Study (\$22,940 in Prop K funds); and the San Francisco Municipal Transportation Agency's (SFMTA's) 19th Avenue/M-Ocean View project (\$306,000 in Prop K funds) and Central Subway Phase III – Initial Study (\$173,212 in Prop K funds for an initial planning study to determine the high-level feasibility for a northern extension of the Central Subway from its current planned terminus in Chinatown to Fisherman's Wharf). Two projects address pedestrian and/or bicycle safety in the South of Market Area, namely SFMTA's King Street Bicycle Lanes (\$34,000 in Prop K funds) and the Department of Public Works' (DPW's) 2nd Street Improvement project (\$172,842 in Prop K funds). The two remaining projects are related to seeking improved transit accessibility (among other goals) for two underserved areas: we are seeking funds for DPW and Transportation Authority staff to complete conceptual design and environmental clearance for the Quint-Jerrold Connector Road, which is related to the Quint Street Bridge and efforts to not preclude a potential Caltrain Oakdale Station; and the Mayor's Office of Housing and Community Development has requested \$1,844,994 in Prop AA funds for construction of transit accessibility improvements in the Hunters View HOPESF redevelopment area. **We are seeking a motion of support for the allocation of \$4,262,840 in Prop K funds, appropriation of \$132,626 in Prop K funds, and allocation of \$1,844,994 in Prop AA funds, with conditions, for nine requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the Prop AA Strategic Plan and relevant Prop AA and Prop K 5-Year Prioritization Programs.**

**7:05 10. Adopt a Motion of Support for Approval of the Caltrain Oakdale Station Ridership Study Final Report – ACTION\***

A new infill Caltrain station is proposed at Oakdale Avenue in the Bayview to replace the closed Paul Avenue Station and provide improved regional jobs access from southeastern San Francisco neighborhoods. In 2005, the Transportation Authority completed the Bayview-Oakdale Caltrain

Station Study, which determined that locating a station at Oakdale Avenue is physically feasible and developed conceptual designs with community input. The same year, through Resolution 06-13, the Transportation Authority Board appropriated \$50,000 in Prop K funds to conduct the Caltrain Oakdale Station Ridership Study in collaboration with Caltrain and the San Francisco Municipal Transportation Agency. The purpose of the Study is to determine whether a station at Oakdale Avenue would generate sufficient demand to warrant a new station and to answer additional questions from the community, including where riders would originate and how they would access the station. Projected ridership is strong, indicating sufficient demand for a station, with the majority of passengers expected to be residents of nearby neighborhoods traveling to Peninsula employment centers. Most riders would access the station by walking, bicycling, or transit. This memorandum also outlines next steps for the Oakdale Station should Caltrain, community members, and stakeholders continue to support moving forward. **We are seeking a motion of support for approval of the Caltrain Oakdale Station Ridership Study Final Report.**

**7:25 11. Major Capital Projects Update – Muni Radio Replacement Project – INFORMATION\***

The San Francisco Municipal Transportation Agency (SFMTA) has embarked on a project to replace and modernize its radio communications system, some elements of which date back to the 1970s. In addition to providing voice communication, the Muni Radio Replacement Project will integrate Muni's communications with Intelligent Transportation Systems components. The project will incorporate up-to-date technological features such as expanded data transmission and simulcasting and will also integrate multiple vehicle information systems. With a contribution of \$61,757,410, Prop K is the largest funding source for the project. Although Prop K allocations were made in 2007 and 2009, to date only \$2,582,477 has been invoiced. The original schedule called for construction to be completed in June 2012 and had a budget of \$73,040,980. SFMTA received only one bid for the design-build contract at a price some 40% over budget. Ensuing protracted contract negotiations contributed to project delay and a budget increase that has now reached \$116,425,667. Final switchover to the new system is now scheduled for October 2015. Both SFMTA and Harris have recently assigned more senior project managers who have been tasked with resolving issues and improving project delivery. Harris has also increased the number of its staff assigned to the project. To date, the contractor has submitted the final design package, which is under review. In December 2013, SFMTA completed the factory acceptance testing for the Land Radio Mobile Equipment and in January, SFMTA issued a limited Notice to Proceed to the contractor for construction of the tunnel radio infrastructure. **This is an information item.**

**7:45 12. Introduction of New Business – INFORMATION**

**7:50 13. Public Comment**

**8:00 14. Adjournment**

\* Additional materials

**Next Regular Meeting: March 26, 2014**

**CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE AUTHORITY AT (415) 522-4831**

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## CAC Meeting Agenda

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