



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: 10:30 a.m., Tuesday, March 18, 2014
Location: Room 263, City Hall
Commissioners: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

CLERK: Erika Cheng

1. Roll Call
2. Citizens Advisory Committee Report – INFORMATION*

Consent Calendar

3. Approve the Minutes of the February 11, 2014 Meeting – ACTION*
4. Recommend 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 – 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 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 HOPE SF redevelopment area. **We are seeking a recommendation 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.

5. Recommend Adoption of the Caltrain Oakdale Station Ridership Study Final Report – ACTION*

Consistent with the voter-approved Prop K Expenditure Plan, 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 recommendation to adopt the Caltrain Oakdale Station Ridership Study Final Report.**

End of Consent Calendar

6. Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION*

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action; however, we are recommending that the Plans and Programs Committee consider only one appointment at this meeting. These vacancies result from the term expiration of Robert Switzer, and the recent passing of Joseph Flanagan. **We are seeking a recommendation to appoint one member to the CAC.**

7. Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION*

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). In November 2013, a GCAC member relocated outside San Francisco and resigned from the GCAC, resulting in a vacant seat on the GCAC for a representative of the Japantown/Fillmore area. We issued notices seeking applicants to the GCAC and contacted applicants from previous recent rounds of outreach for candidates. One former member, whose term has expired, is seeking reappointment, and we have received applications from five other candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants. **We are seeking a recommendation to appoint one member to the GCAC.**

8. Recommend Adoption 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 assess their feasibility, benefits, and impacts. The Plans and Programs Committee heard an informational update on the Study in October, 2013. Since that time, we have completed

outreach and drafted the final report for the Study. We have also initiated start-up activities for the next phase of project development. The San Francisco Municipal Transportation Agency (SFMTA) will lead the next phase in collaboration with the Transportation Authority and the California Department of Transportation. The SFMTA's allocation request for Prop K funds for this next phase of work is included as a separate agenda item at the March Plans and Programs Committee meeting. **We are seeking a recommendation to adopt the 19th Avenue Transit Study Final Report.**

9. Presentation of Draft Strategic Analysis Report on Local and Regional Bike Sharing Organizational Models – INFORMATION

At the September 10, 2013 meeting of the San Francisco County Transportation Authority Board, Chair Avalos requested that we initiate a strategic analysis report (SAR) to investigate possible governance structures of a regional bike sharing program beyond the current Bay Area Bike Share pilot, which opened to the public on August 29, 2013. At its November 26, 2013 meeting, the Transportation Authority Board approved the scope of work for the SAR through Resolution 14-35. The purpose of this study is to examine the strengths and tradeoffs of various organizational models for the expansion of bike sharing in San Francisco and throughout the Bay Area region so that San Francisco can best achieve its goals for this emerging mode of transportation. As called for in the Transportation Authority's adopted procedures governing the development of SARs, the draft SAR is normally first brought directly to the committee on which the requestor sits for comments and guidance. In this case, we are bringing the draft SAR to the Plans and Programs committee where Chair Avalos sits as an ex-officio member. **This is an information item.**

10. 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. 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 Corporation (Harris), the design-build contractor, 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. The Final Design package has been completed and is currently under review by SFMTA. 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.**

11. Introduction of New Items – INFORMATION

12. Public Comment

13. Adjournment

* Additional materials

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Plans and Programs Committee Meeting Agenda

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