



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: 10:30 a.m., Tuesday, April 15, 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. **Approve the Minutes of the March 18, 2014 Meeting – ACTION***
3. **Citizens Advisory Committee Report – INFORMATION***
4. **Recommend Appointment of Two Members 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). Two GCAC members resigned due to conflicts of interest stemming from acceptance of new employment opportunities, resulting in vacant seats on the GCAC for one representative of the Richmond area and one for at-large interests. We issued notices seeking applicants to the GCAC and contacted applicants from previous recent rounds of outreach for candidates. We have received applications from 20 candidates, of whom 12 are eligible for the Richmond seat. 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 two members to the GCAC.**

5. **Recommend Approval of the 2014 Prop AA Call for Projects Programming Recommendations and Amendment of the Prop AA Strategic Plan – ACTION***

On January 24, 2014, we issued a Prop AA call for projects to program a minimum of \$1.15 million in Prop AA funds that became available due to the San Francisco State University's cancellation of the Winston Drive Pedestrian Improvements project. By the March 10, 2014, deadline we received six candidate projects from 5 sponsors requesting approximately \$5 million in Prop AA funds. We evaluated projects using the Board-adopted screening and prioritization criteria (Attachment 2), giving priority to eligible pedestrian safety projects ready to begin work on the proposed phase in the current fiscal year. Attachment 3 shows a summary of applications received and Attachment 4 shows how projects were evaluated and their corresponding scores. Our recommended programming (Attachment 5) includes \$1.045 million for construction of another phase of UC Hastings' McAllister Street Campus Streetscape, which was derived from the Transportation Authority's Tenderloin-Little Saigon Neighborhood Transportation Plan, and \$365,000 to fully fund design and contribute toward construction of the San Francisco Municipal Transportation Agency's (SFMTA's) Webster Street Pedestrian Countdown Signals project. Both projects are located on WalkFirst corridors. We are recommending a decrease in the Prop AA capital reserve by \$260,000 (from about ten percent to five

percent of annual revenues) to support the total recommended programming of \$1.14 million, which lets us contribute more toward the Webster Street project. We anticipate being able to fully fund construction of the Webster Street project using Prop K funds or other funds that SFMTA may identify. **We are seeking a recommendation for the approval of the 2014 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan.**

6. Recommend Allocation of \$950,000 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and Amendment of the Bicycle Circulation/Safety 5-Year Prioritization Program – ACTION*

As summarized in Attachments 1 and 2, we have received two requests totaling \$950,000 in Prop K funds. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$700,000 in Prop K funds to provide the required match to \$2,800,000 in Federal Section 5307 funds to purchase 35 paratransit van conversions, replacing vehicles that have reached the end of their useful life. The SFMTA requested that we take this allocation request directly to the April Plans and Programs Committee meeting as an urgent item citing a time sensitive need related to exercising a cost-effective option on a state master contract. The SFMTA exercised the option last week using federal funds, but needs to quickly secure the required local match. The SFMTA is also requesting \$250,000 in Prop K funds for the Comprehensive SF Safe Streets Awareness and Communications Bridge Campaign which is part of the Vision Zero program to eliminate serious bicycle and pedestrian injuries and fatalities. Prop K funds will be used to develop and implement safety related training programs for large vehicle drivers. The training programs will benefit both bicyclists and pedestrians. The scope also includes specific tasks related to development of bicycle safety-related public service announcements to augment the Pedestrian Safety Education program (separately funded by a Transportation Enhancements grant programmed by the Transportation Authority). The campaign focuses on near-term, achievable solutions that can be implemented in the next 10 months while the City works on securing funding for and developing a more comprehensive, longer-term program. **We are seeking a recommendation for the allocation of \$950,000 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the Bicycle Circulation/Safety 5-Year Prioritization Program.**

7. 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, 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.**

8. San Francisco Municipal Transportation Agency Capital Improvement Program Update – INFORMATION*

In April 2012, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted the SFMTA's first financially constrained 5-Year Capital Improvement Program (CIP). The purpose of the SFMTA 5-Year CIP is to systematically plan, schedule, manage, monitor and finance capital projects to ensure cost-effectiveness as well as conformance with established policies both internal and those of our funding agencies. The current two-year Capital Budget was adopted by the SFMTA Board at \$582.3 million for FY

2012-2013 and \$477.8 million for FY 2013-2014. The two-year Capital Budget further refines the five-year CIP to account for the timing of budget allocations, individual capital grants and the availability of capital project implementation staff. It is presented to the SFMTA Board for approval on a two-year cycle, concurrent with the SFMTA Operating Budget. The updated CIP/Capital Budget must be delivered to the SFMTA Board of Directors no later than April 2014. At the March CAC meeting, Jonathan Rewers, Principal Lead/Manager with the SFMTA will present an overview of the proposed SFMTA 5-Year CIP update, covering Fiscal Years 2014/15 through 2018/19. A subset of the projects in SFMTA's 5-Year CIP will be submitted to the Transportation Authority for proposed inclusion in the Prop K 5-Year Prioritization Program updates that will be acted on by the Committee this spring. **This is an information item.**

9. Introduction of New Items – INFORMATION

10. Public Comment

11. Adjournment

* Additional materials

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