

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the Director of Transportation (or his designee) to execute any actions necessary for the purpose of obtaining \$7,070,567 in financial assistance for various projects from the California Transit Security Grant Program (CTSGBP), administered by the California Office of Emergency Services, and to ensure continued compliance with CTSGBP assurances and state and federal laws.

SUMMARY:

- The SFMTA has applied for \$7,070,567 in FY 2014-15 funds from the CTSGBP, administered by the California Office of Emergency Services (Cal OES).
- The funds will be used for the following projects: Radio Communications System and CAD Replacement (\$3,371,784); Risk and Vulnerability Mitigation (\$1,669,382); Sensors in the Subway (\$908,873); Proof of Payment Radio Upgrade (\$405,285); Mobile Emergency Response Vehicles (MERVs) (\$326,778); SFMTA Building Security Upgrade (\$215,782); and Emergency Response Kits (\$172,682).
- Cal OES requires the SFMTA to submit a governing body resolution identifying the authorized agent(s) to act on behalf of the SFMTA to execute any actions necessary for the purpose of obtaining the financial assistance provided by Cal OES.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 5/4/15

SECRETARY _____ 5/4/15

ASSIGNED SFMTAB CALENDAR DATE: May 19, 2015

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PURPOSE

The SFMTA Board approval of this resolution would authorize the the Director of Transportation (or his designee) to execute any actions necessary for the purpose of obtaining \$7,070,567 in financial assistance for various projects from the California Transit Security Grant Program (CTSGP), administered by the California Office of Emergency Services, and to ensure continued compliance with CTSGP assurances and state and federal laws.

GOAL

The SFMTA will further the Strategic Plan through acceptance of these funds:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Improve security for transportation system users

Objective 1.2: Improve workplace safety and security

Objective 1.3: Improve the safety of the transportation system

DESCRIPTION

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by California voters as Proposition 1B in the November 7, 2006 General Election, authorizes the issuance of general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response projects. Cal OES administers such funds under the CTSGP. Cal OES allocates CTSGP funding to the Metropolitan Transportation Commission, which sub-allocates the funds to transit operators within its jurisdiction on a formula basis pursuant to Section 99314 of the Public Utilities Code.

The SFMTA has applied for \$7,070,567 in FY 2014-2015 CTSGP funds for seven security projects.

The Radio Communications System and CAD Replacement Project will replace the antiquated radio communications system for both revenue and non-revenue fleets with a modern radio and data communications system.

- The Risk and Vulnerability Mitigation Project will implement needed security measures at SFMTA transit facilities.
- The Sensors in the Subway Project will provide critical detection equipment in the subway.
- The Proof of Payment Radio Upgrade Project will procure 100 700-800 MHz radios that will be compatible with SFMTA's upgraded radio communications system.
- The Mobile Emergency Response Vehicles (MERV) Project will procure three MERVs, which will improve both access and emergency response in the subways by providing the ability to transport SFPD, firefighters, first responders, SFMTA staff, supplies and injured customers along subway tracks.
- The SFMTA Building Security Upgrade Project will install 80 cameras on SFMTA-occupied floors at One South Van Ness Avenue.

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- The Emergency Response Kits Project will procure 250 emergency kits to replace expired emergency kits and to account for the agency's entire staff.

Cal OES requires the SFMTA to submit a governing body resolution for the purposes of identifying the authorized agent(s) to act on behalf of the SFMTA to execute any actions necessary for the purpose of obtaining the financial assistance provided by Cal OES.

PUBLIC OUTREACH

Due to the sensitive nature of the security enhancements and to protect the security of these investments, there has not been any public outreach to discuss these projects.

ALTERNATIVES CONSIDERED

There are no alternatives to replacing the antiquated radio system because the existing system is outdated and parts are no longer available. The alternative to not procuring radios would be to continue using the current radios, which will not be compatible with the new radio communications system once it has been completed. Not implementing the other projects would leave SFMTA's facilities, assets and passengers more vulnerable to security risks.

FUNDING IMPACT

The CTSGP grant will be allocated as follows:

- Radio Communications System and CAD Replacement (\$3,371,784);
- Risk and Vulnerability Mitigation (\$1,669,382);
- Sensors in the Subway (\$908,873);
- Proof of Payment Radio Upgrade (\$405,285);
- Mobile Emergency Response Vehicles (MERVs) (\$326,778);
- SFMTA Building Security Upgrade (\$215,782);
- Emergency Response Kits (\$172,682)

The funding for the Radio Communications System comprises part of the overall budget (\$116,925,667) for the Radio Project, of which \$12,184,251 will come from State Proposition 1B Bonds.

The CTSGP grant will completely fund the remaining six projects.

ENVIRONMENTAL REVIEW

The San Francisco Planning Department issued a class 1 categorical exemption, case number 2011.1383E, on December 15, 2011 for the Radio Project. The remaining six projects have not completed an environmental analysis to date to satisfy CEQA.

The SFMTA will not proceed with any project until there has been complete compliance with the California Environmental Quality Act ("CEQA") and the City's Environmental Quality Regulations (San Francisco Administrative Code Section 31). If any of the projects are found to cause significant

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adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environments evaluation in compliance with CEQA and the Chapter 31, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

No other approvals are required.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that this Board authorize the Director of Transportation (or his designee) to execute any actions necessary for the purpose of obtaining \$7,070,567 in financial assistance for various projects from the California Transit Security Grant Program (CTSGBP), administered by the California Office of Emergency Services, and to ensure continued compliance with CTSGBP assurances and state and federal laws.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, The California Governor's Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGBP); and

WHEREAS, Cal OES allocates CTSGBP funding to the Metropolitan Transportation Commission, which sub-allocates the funds to transit operators within its jurisdiction on a formula basis pursuant to Section 99314 of the Public Utilities Code; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is eligible to receive CTSGBP funds; and

WHEREAS, The SFMTA has applied for \$7,070,567 in FY2014-2015 CTSGBP funds for the Radio Communications System and Computer Aided Dispatch Replacement Project, Risk and Vulnerability Mitigation Project, Sensors in the Subway Project, Proof of Payment Radio Upgrade Project, Mobile Emergency Response Vehicles Project, MTA Building Security Upgrade Project, and Emergency Response Kits Project; and

WHEREAS, SFMTA recognizes that it is responsible for compliance with all Cal OES CTSGBP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, The SFMTA will not proceed with any project until there has been complete compliance with the California Environmental Quality Act (CEQA) and the City's Environmental Quality Regulations (San Francisco Administrative Code Section 31). If any of the projects are found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environments evaluation in compliance with CEQA and the City's Environmental Quality Regulations, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts; and

WHEREAS, Cal OES requires SFMTA to complete and submit a governing body resolution for the purposes of identifying agent(s) authorized to act on behalf of SFMTA to execute actions necessary to obtain CTSGBP funds from Cal OES and ensure continued compliance with Cal OES CTSGBP assurances, and state and federal laws; now, therefore be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation (or his designee) to execute any actions necessary for the purpose of obtaining \$7,070,567 in financial assistance for various projects from the California Transit Security Grant Program (CTSGP), administered by the California Office of Emergency Services, and to ensure continued compliance with CTSGP assurances and state and federal laws.

I certify that the foregoing resolution was adopted by San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 19, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency