



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** 11:00 a.m., Tuesday, March 24, 2015  
**Location:** Legislative Chamber, Room 250, City Hall  
**Commissioners:** Wiener (Chair), Cohen (Vice Chair), Avalos, Breed, Campos, Christensen, Farrell, Kim, Mar, Tang and Yee

**Clerk: Steve Stamos**

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6. Amend the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535 – <b>ACTION*</b>	<b>33</b>
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10. Increase the Amount of the Professional Services Contract with S&C Engineers, Inc. by \$118,340, to a Total Amount Not to Exceed \$669,040, for Construction Management Services; Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions; Authorize an Additional Construction Allotment of \$1,081,660 to a Total Amount Not to Exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and Revise the Amended Fiscal Year 2014/15 Budget to Increase Revenues by \$1,200,000 and Increase Expenditures by \$1,200,000 – <b>ACTION*</b>	<b>133</b>

## Other Items

### 11. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Board members may make comments on items not specifically listed above, or introduce or request items for future consideration.

### 12. Public Comment

### 13. Adjournment

#### \* Additional materials

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 24, 2015

### 1. **Roll Call**

Chair Wiener called the meeting to order at 11:03 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Tang and Wiener (8)

Absent at Roll Call: Commissioners Kim (entered during Item 3), Mar (entered during Item 4) and Yee (3)

### 2. **Approve the Minutes of the January 27, 2015 Meeting – ACTION**

There was no public comment.

The minutes were adopted by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Tang and Wiener (11)

Absent: Commissioners Kim, Mar and Yee (3)

### 3. **Chair's Report – INFORMATION**

Chair Wiener reported that the day prior, a hearing was held on the release of the Late Night Transportation Report, prepared by the Late Night Transportation Working Group. He said that almost a year ago, the Land Use and Economic Development Committee held a hearing on the challenges around late night transportation and the need to make improvements. He said following that hearing, the Board of Supervisors adopted legislation to trigger a working group and ultimately a plan of action. He said the working group did a tremendous job under the leadership of the Office of Economic and Workforce Development and the Entertainment Commission, and had a broad group of stakeholders including unions, workers, employers and late night and transit advocates. He noted that there was an enormous amount of research done and that the working group produced a terrific report. Chair Wiener thanked staff, and in particular Liz Brisson, for providing transit expertise. He added that the report came out yesterday but was already well-received, and that the city had already seen some progress. He said a month prior, the Bay Area Rapid Transit and Alameda-Contra Costa Transit District instituted a new transbay express overnight bus line between the Mission and Oakland. He added that Muni would be expanding its late night Owl bus service later in the year, which had major challenges in terms of reliability and frequency. He concluded that there were already great results and that the report included short- and long-term goals and the working group would stay intact to monitor the progress.

Chair Wiener reported that on February 10, Mayor Lee and Commissioners Kim and

Christensen unveiled the City's two-year Vision Zero Action Strategy. He said Vision Zero had been a tremendous success so far because of the unified support among policymakers and advocates. He noted that part of the two-year plan included a large vehicle safety training program which was a very tangible and positive step forward.

Chair Wiener concluded his remarks by welcoming Noah Budnick, the new Executive Director of the San Francisco Bicycle Coalition, to San Francisco. He noted that Mr. Budnick came from Transportation Alternatives in New York, which was a transportation advocacy group for biking, walking, and transit.

There was no public comment.

#### 4. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

#### **Items from the Finance Committee**

#### 5. **Adopt Positions on State Legislation – ACTION**

##### **Vice Chair Cohen presided over Item 5.**

Chair Wiener requested that Assembly Bill (AB) 61 be separated from the rest of the legislative matrix so that the Board could take a vote on that bill separately. He noted that at Finance Committee, staff had recommended taking a watch position on the bill to monitor its progress, but that the Finance Committee voted to change that recommendation from a watch to an oppose position. He explained that the bill was legislation that would clarify the power of local jurisdictions to allow private shuttles to utilize public transportation stops. Chair Wiener added that the San Francisco Municipal Transportation Agency (SFMTA) and the City believed that they already had that authority, but that this bill would clarify that power. He said the bill was working its way through the legislative process, and that it would not undermine the pilot program that was in place between the SFMTA and various shuttle providers that transported San Francisco residents to work. He concluded that the Board should adopt the staff recommendation to watch and monitor rather than oppose the bill.

Vice Chair Cohen asked if staff could clarify the staff recommendation for the benefit of those who did not attend the Finance Committee.

Tilly Chang, Executive Director, explained that staff had recommended a watch position. She noted that the bill was sponsored by a Southern California legislator and would provide clear state authority for private shuttle access to public transportation stops. She explained that it was rather early in the legislative session and that staff wanted time to conduct additional research as well as consult with the SFMTA, which had not yet taken a position on the bill. She added that the legislative matrix was updated and brought before the Finance Committee each month.

Chair Wiener moved to amend the item to change the position on AB 61 from oppose to watch, seconded by Commissioner Tang.

Commissioner Campos stated that the Finance Committee had voted unanimously to oppose the bill. He opined that the bill was about privatizing public space. He said that local jurisdictions already had the authority that the bill would provide. He said the state legislature was responding to the tech industry and no one could be certain that the bill would not

impact the City's pilot program. Commissioner Campos added that there was a very clear reason why the Finance Committee opposed the bill, and asked that the Board vote to affirm what the Finance Committee had recommended [an oppose position] after a thorough discussion.

Commissioner Mar agreed with Commissioner Campos that there had been good and thorough discussion with Mr. Watts, the agency's Sacramento advocate, and the Finance Committee. He said District 1 residents and environmental advocates had been watching this bill carefully and strongly urged his office to take an oppose position. He urged the Board not to amend the item and stated that he supported the Finance Committee's recommendation.

Commissioner Mar also commented on another bill in the legislative matrix, AB 40 by Assembly member Phil Ting, and stated that it was legislation regarding bicycle and pedestrian fees on the Golden Gate Bridge. He said that he planned to introduce a resolution at the Board of Supervisors meeting that day to support the bill, and that at the next Finance Committee meeting he would move to take a support rather than a watch position. He explained that AB 40 would ban charging a toll for bicyclists and pedestrian use of the Golden Gate Bridge and elaborated that the bridge was a public treasure owned by the people of not only San Francisco, but the whole region. He continued that residents and tourists enjoyed the bridge not only as a piece of transportation infrastructure but as a beautiful vista, a public place, and a gateway to national parks, and that the bridge had historical and architectural significance.

Chair Wiener thanked Commissioner Mar for his statement regarding AB 40, and said that at the San Francisco members of the Golden Gate Bridge, Highway and Transportation District Board of Directors were almost completely united in opposing the bicycle and pedestrian fee. He clarified regarding AB 61, that his motion was to revert back to a watch position, and that the bill did not take away local control but would clarify that there was local control and that localities could enter into agreements for shuttles to use public bus stops under the appropriate circumstances, which was what the City's pilot program was already doing. He said that there were people who would like to see the shuttles go away entirely but that a lot of their neighbors used these shuttles to get to work, both in and out of the city.

Commissioner Christensen clarified that the Board was not debating whether shuttles should be there or not, but where that discussion should take place, and said she agreed it should take place at the local level and that clarity was always welcome.

Commissioner Campos stated that regarding clarity, there was a strong argument that local jurisdictions already had the authority to do what the bill was stating. He said the political driving force behind the bill was the tech community that would like to expand its reach in the state, and that was the reason the legislature was pushing the bill forward. He said the shuttles served a purpose but questioned whether the way they were being regulated was appropriate. He added that since the pilot program started, his office had received many concerns about the program, even from those who had originally supported it. He concluded that the Board should be firm and send a message to the rest of the state that this bill was unnecessary and could have a detrimental effect, especially on the privatization of public space, without any requirement that payment be made.

Commissioner Kim asked if staff could clarify what exactly AB 61 would do, what it meant

by usage of curbside, and what localities could already do under the existing legislative structure.

Ms. Chang responded that the bill was not entirely clear, but that it allowed local authorities to permit shuttle service vehicles to stop for loading and unloading of passengers alongside curb spaces upon agreement between a transit system operating buses engaged as common carriers and a shuttle service provider. She added that the bill did not have a lot detail but that it was meant to be a vehicle for discussing the relationship between the local and state authorities.

Ms. Chang explained that under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation, except when existing law allowed authorities to permit school buses to stop alongside those curb spaces upon agreement between the transit operator and those common carriers, including the public school district or private schools. She said that currently it defaulted to the transit operator to provide that authority. She clarified that it affirmed local authority, which the City already had, but that it was the State weighing in on that.

Commissioner Kim asked for clarification that under the existing legal structure, localities had the authority to enter into agreements, similar to the agreement the SFMTA entered for the shuttle bus program.

Ms. Chang responded that it was her understanding that the SFMTA had the authority to set that regulatory policy for access to the curb.

Commissioner Kim asked if it was accurate to say that it was unclear what this legislation was needed for.

Ms. Chang responded that was a fair statement.

Commissioner Campos stated that the bill was redundant because it would give local jurisdictions authority where they already had authority, as evidenced by the City's ability to start a pilot program without any legislation in Sacramento. He said the bill would also create a special status for the shuttles, which would allow them to receive the same treatment as school buses, which would go beyond local authority and control. He added that it was clear that the Board was discussing two different types of services.

Chair Wiener stated that it was important to be clear about the current status of the law. He said there was currently a dispute about whether state law allowed the SFMTA and other transit operators to enter into that type of an agreement with a private employer. He said the SFMTA concluded that it did have that authority. He referenced a prior Board of Supervisors meeting where they had heard a California Environmental Quality Act appeal to the SFMTA pilot program and said the opposing argument was that the SFMTA had violated state law because it did not have the authority to enter into an agreement with shuttle service providers. Chair Wiener noted that at that meeting, there were members of the Board who agreed that what the SFMTA did was illegal. He added that he had not spoken to the author of AB 40 and that he could not explain the author's motivation, but said there was currently a dispute and even a lawsuit that it was illegal for the SFMTA or other transit operators to enter into these agreements under state law. He clarified that he did not make a motion of support because the bill was still in its early stages but said that ultimately he believed that the bill would clarify state law that these agreements were lawful.

There was no public comment.

The amendment to the item was approved by the following vote:

Ayes: Commissioners Breed, Christensen, Cohen, Farrell, Tang and Wiener (6)

Nays: Commissioners Avalos, Campos, Kim and Mar (4)

Absent: Commissioner Yee (1)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

Absent: Commissioner Yee (1)

### **Items from the Plans and Programs Committee**

6. **Adopt the Fiscal Year 2015/16 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

Absent: Commissioner Yee (1)

7. **Appoint Angela Paige Miller to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION**

Commissioner Mar commented that Ms. Miller had been a great leader in District 1, formerly through her work with the San Francisco Department of the Environment and currently through her sustainability work with the Stanford Woods Institute for the Environment. He added that she had worked extensively with transit and transportation advocates from the Richmond district and was focused on helping seniors, people with disabilities, and bicyclists. He said young women were often underrepresented in transportation bodies, and that Ms. Miller would bring a valuable point of view and that she was well informed on the City's entire transportation system. He concluded that she would be a strong voice in making Geary Corridor Bus Rapid Transit a successful project but would also benefit other neighborhood projects.

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

Absent: Commissioner Yee (1)

8. **Program up to \$5,143,714 in Cycle 4 Lifeline Transportation Program (LTP) Funds to Two San Francisco Municipal Transportation Agency (SFMTA) Projects, Concur with Cycle 4 LTP Prop 1B Priorities as Submitted by SFMTA and the Bay Area Rapid Transit District, and Amend the Prop K Bus Rapid Transit/MUNI Metro Network 5-Year Prioritization Program – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener.

Absent: Commissioner Yee (1)

9. **Allocate \$5,127,670 in Prop K Funds, with Conditions, and \$636,480 in Prop AA Funds for Seven Requests, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Commissioner Mar thanked Transportation Authority and San Francisco Municipal Transportation Agency staff for working with the Richmond district and neighborhood safety advocates. He said a number of the allocations would advance projects that would make District 1 safer by funding north-south bicycle corridors. He said the corridors included 8<sup>th</sup>, 15<sup>th</sup>, and 23<sup>rd</sup> Avenues and Arguello Boulevard, which was a huge bicycle high-injury corridor. He added that Arguello Boulevard connected Golden Gate Park to the Presidio, and that it also included vibrant corridors with a host of schools and bicycle routes. He said these allocations were part of the Neighborhood Transportation Improvement Project and would improve safety and access for pedestrians, bicyclists, and drivers alike. Commissioner Mar added that he looked forward to the planning process as these projects moved forward.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

Absent: Commissioner Yee (1)

10. **Reprogram \$10,227,540 in OneBayArea Grant Funds from the San Francisco Municipal Transportation Agency's Masonic Avenue Complete Streets Project to the Light Rail Vehicle Procurement Project, with Conditions – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

Absent: Commissioner Yee (1)

11. **Introduction of New Items – INFORMATION**

There was no public comment.

12. **Public Comment**

There was no public comment.

13. **Adjournment**

The meeting was adjourned at 11:44 a.m.





## RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislature; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; and

WHEREAS, On March 10, 2015, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language, and recommended positions on various bills; and

WHEREAS, After some discussion, the Finance Committee approved a motion amending the staff recommendation to change the position on Assembly Bill (AB) 40 (Ting) from watch to support; now, therefore, be it

RESOLVED, That the Transportation Authority does adopt a support position on AB 40 (Ting), AB 227 (Alejo), AB 378 (Mullin), AB 464 (Mullin), AB 516 (Mullin), AB 1265 (Perea), AB 1287 (Chiu), Assembly Constitutional Amendment 4 (Frazier), Senate Bill (SB) 321 (Beall), and SB 564 (Cannella), and an oppose position on AB 1138 (Patterson) and AB 1160 (Harper); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachment:

1. Legislative Matrix

San Francisco County Transportation Authority

March 2015

Bills of Interest

To view documents associated with the bill, click the bill number link. To view the bill text, click the PDF or HTML link.

The Finance Committee is recommending new support positions on Assembly Bill (AB) 40 (Ting), AB 227 (Alejo), AB 378 (Mullin), AB 464 (Mullin), AB 516 (Mullin), AB 1265 (Pera), AB 1287 (Chiu), Assembly Constitutional Amendment 4 (Frazier), Senate Bill (SB) 321 (Beall) and SB 564 (Cannella), and an oppose position on AB 1138 (Patterson) and AB 1160 (Harper) this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Community revitalization authority.</b> Would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.	Assembly Print	Watch	Spot bill. The ultimate intent is for a bill that would permit the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 6</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk R</a> (Dist 38)	<b>Bonds: transportation: school facilities.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
<a href="#">AB 8</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>Emergency services: hit-and-run incidents.</b> Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Transportation	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.
<a href="#">AB 23</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system.  The author is concerned that the public will be subject to a spike in fuel prices.  However, the effect of the deferral will be to reduce Cap and Trade auction revenues.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 24</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<b>Transportation network companies: public safety.</b> Would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.	Assembly Print	Watch	Spot bill. Intended to further develop the existing transportation network company regulatory statutes.
<a href="#">AB 28</a> Amended: 2/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Bicycle safety: rear lights.</b> Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the red flashing light, reflective gear worn by the bicyclist.	Assembly Transportation	Watch	This is a new approach to bike safety that would require reflective clothing or flashing lights in lieu of reflective lights.
<a href="#">AB 40</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Golden Gate Bridge: sidewalk fees.</b> Current law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property. This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	Assembly Transportation	Recommend Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
<a href="#">AB 61</a> Introduced: 12/12/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis R</a> (Dist 72)	<b>Shuttle services: loading and unloading of passengers.</b> Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.

San Francisco County Transportation Authority

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Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 162</a>                      Introduced:                      1/21/2015  <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Rodriguez D</a>                      (Dist 52)</p>	<p><b>State highways: wrong-way driving.</b>                      Would require the Department of Transportation, in consultation with the Department of Motor Vehicles, to initiate a 12-month study on wrong-way driving on state highways. The bill would require the study to incorporate findings and recommendations to the appropriate policy and fiscal committees of the Legislature, including solutions to reduce the number of instances of wrong-way driving and a proposed schedule for implementation of those solutions. The bill would make related findings and declarations. This bill contains other related provisions.</p>	<p>Assembly                      Transportation</p>	<p>Watch</p>	<p>This bill would initiate a formalized analysis by Caltrans on wrong-way driving.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 194</a> Introduced: 1/28/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>High-occupancy toll lanes.</b> Would delete the requirement that high-occupancy toll (HOV) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions.	Assembly Transportation	Support	The author introduced this bill for the Self-Help Counties Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. <b>We are interested in strengthening that language to ensure a meaningful role for local transportation authorities in any planned facility.</b>  The bill would establish a process through which the Metropolitan Transportation Commission (MTC), in consultation with the Transportation Authority, could consider any proposed tolled lanes in the city. Our Freeway Corridor Management Strategy will inform San Francisco's position on this topic. The bill would also support MTC's proposed regional express lane network.
<a href="#">AB 212</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a> (Dist 35)	<b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill for which the author has not disclosed his intentions.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 223</a> Introduced: 2/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Dahle R</a> (Dist 1)	<b>Highways: exit information signs.</b> Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route (SR) 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	Assembly Transportation	New - Recommend Watch	Authorizes extension of the use of new information signs under study now on SR 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee.
<a href="#">AB 227</a> Introduced: 2/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Transportation funding.</b> Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Transportation	New - Recommend Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends Public Private Partnership law.  We previously had a watch position on this bill.
<a href="#">AB 239</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a> (Dist 3)	<b>Greenhouse gases: regulations.</b> Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources	New - Recommend Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 313</a> Introduced: 2/12/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Enhanced infrastructure financing districts.</b> Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	New - Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
<a href="#">AB 378</a> Introduced: 2/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>State Highway 101 corridor.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print	New - Recommend Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. We will meet with the author to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
<a href="#">AB 457</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (Dist 67)	<b>High-occupancy vehicle lanes.</b> Current law provides that the Department of Transportation has full control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
<a href="#">AB 464</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Transactions and use taxes: maximum combined rate.</b> Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Print	New - Recommend Support	Provides significant new local government sales tax capacity by setting local cap at 3%.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 481</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Automated traffic enforcement systems.</b> Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
<a href="#">AB 516</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Vehicles: temporary license plates.</b> Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.	Assembly Print	New - Recommend Support	This bill requires development of a statewide temporary license plate (system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.
<a href="#">AB 518</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Department of Transportation.</b> Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Print	New - Recommend Watch	Spot bill.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 528</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</b> Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Print	New – Recommend Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage provided certain conditions are met
<a href="#">AB 620</a> Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	<b>High-occupancy toll (HOT) lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority (LACMTA), in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Print	New - Recommend Watch	Expands LACMTA's authority relative to HOT Lanes in its jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income, including hardship exemptions. If approved this bill would likely negatively impact the HOT Lane's ability to maintain its functional level of service.
<a href="#">AB 828</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a> (Dist 28)	<b>Vehicles: transportation network companies.</b> Would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.	Assembly Print	New - Recommend Watch	Spot bill to address transportation network companies.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 869</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a> (Dist 9)	<b>Public transportation agencies: fare evasion and prohibited conduct.</b> Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	Assembly Print	New - Recommend Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Transportation: property acquisition.</b> Current law provides that when the Department of Transportation or the High-Speed Rail Authority acquires title to real property for highway or high-speed rail purposes, as specified, and leases that property for commercial or business uses to the former owner for a term exceeding 6 months, the department or authority, as the case may be, may secure fire insurance for the property if the former owner requests the coverage and the premium is included in the rental agreed to be paid. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill regarding state transportation project-related property acquisition.
<a href="#">AB 902</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Bicycle riders.</b> Current law provides that a person riding a bicycle or operating a pedicab on a highway has the rights of, and is subject to specified current provisions governing, the driver of a vehicle on a highway, except for those provisions that by their very nature can have no application. Current law also provides that a peace officer, as defined, operating a bicycle during the course of his or her duties and under specified circumstances is exempt from those provisions, subject to specified limitations. This bill would make technical, nonsubstantive changes to those provisions.	Assembly Print	New - Recommend Watch	Spot bill related to bicyclist laws.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 1015</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Parking: car share vehicles.</b> Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program. The bill would authorize the local ordinance or resolution to include a mechanism for the payment of fees to the local authority, as specified.	Assembly Print	New - Recommend Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
<a href="#">AB 1030</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas D</a> (Dist 54)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements (PLAa) that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Print	New - Recommend Watch	Requires priority for cap and trade - funded projects that incorporate PLAs.
<a href="#">AB 1033</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo D</a> (Dist 56)	<b>Infrastructure financing.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Print	New - Recommend Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
<a href="#">AB 1087</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	<b>Greenhouse Gas Reduction Fund: high-speed rail.</b> Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment (IOS) and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Print	New - Recommend Watch	This bill would dedicate the 25% share of cap and trade to (1) the IOS, and (2) blended system projects (including Caltrain electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1096</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: motorized bicycles.</b> Current law defines a "motorized bicycle" or "moped" for purposes of the Vehicle Code as a 2-wheeled or 3-wheeled device that has fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground. This bill would make a technical, nonsubstantive change to that provision.	Assembly Print	New - Recommend Watch	This spot bill pertains to the definition of motorized bikes.
<a href="#">AB 1098</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Transportation: congestion management.</b> Current law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to congestion management plans.
<a href="#">AB 1115</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a> (Dist 32)	<b>Transportation funds.</b> Current law provides various sources of funding for transportation projects. Current law authorizes the California Transportation Commission to approve advance expenditures by local agencies of local funds relative to certain transportation projects that have been designated to receive future funds from the state when those funds become available. This bill would make a nonsubstantive change to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to CTC approval of advance expenditure of funds.
<a href="#">AB 1138</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Print	New - Recommend Oppose	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1160</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Vehicles: automated traffic enforcement systems.</b> Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Print	New - Recommend Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
<a href="#">AB 1171</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways.</b> Would authorize regional transportation agencies, as defined, to use the CM/GC project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway that is not on the state highway system and is in a voter-approved expenditure plan.
<a href="#">AB 1236</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Local ordinances: electric vehicle (EV) charging stations.</b> Would require a city or county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Subjects EV charging station to requirement that local governments approve installations.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1265</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Print	New - Recommend Support	Extends public private partnership law, indefinitely.
<a href="#">AB 1284</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would thereby make the Toll Bridge Program Oversight Committee subject to the Bagley-Keene Open Meeting Act.	Assembly Print	New - Recommend Watch	Subjects BATA to open meeting Act requirements.
<a href="#">AB 1287</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: parking violations: cameras.</b> Would authorize San Francisco to install forward-facing cameras to record parking violations and high-occupancy lane and intersection obstruction violations. The bill would require a high-occupancy lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Support	Grants city of San Francisco authority to install cameras for enforcement of parking and high occupancy vehicle lane violations.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1364</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>California Transportation Commission (CTC).</b> Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Print	New - Recommend Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
<a href="#">AB 1384</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Toll facilities: Metropolitan Transportation Commission (MTC)</b> Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the MTC in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly Print	New - Recommend Watch	Spot bill relating to fiscal relationship between BATA and MTC.
<a href="#">AB 1486</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Oberholte R</a> (Dist 33)	<b>Vehicles: toll highways.</b> Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	Spot bill pertaining to toll highways.



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Bill #	Author	Description	Status	Position	Comments
<p><a href="#">ACA 4</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Frazier D</a> (Dist 11)</p>	<p><b>Local government transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Senate Environmental Quality</p>	<p>New - Recommend Support</p>	<p>This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.</p>
<p><a href="#">SB 1</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Gaines R</a> (Dist 1)</p>	<p><b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.</p>	<p>Senate Environmental Quality</p>	<p>Oppose</p>	<p>This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system.  Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 5</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system.  The author is concerned that the public will be subject to a spike in fuel prices.  However, the effect of the deferred will be to reduce Cap and Trade auction revenues.
<a href="#">SB 8</a> Amended: 2 /10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a> (Dist 18)	<b>Taxation.</b> Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	Senate Governance and Finance	Watch	Although a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 9</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</b> Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. It allows for multi-year funding commitments for a project and authorizes the California Transportation Commission to approve a Letter of No Prejudice, allowing sponsors to spend local funds on an authorized project for subsequent reimbursement. This bill contains other existing laws.	Senate Environmental Quality	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System.  Guidelines for expanding the first \$25 million in this category were recently finalized. This was followed by a competitive call for projects by the State Transportation Agency. SFMTA is targeting this program to payback funds committed by MTC to its LRV procurement contract option for 40 expansion LRVs.
<a href="#">SB 16</a> Amended: 3 /2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Department of Transportation: budgetary cost-savings plan.</b> Would require the Department of Transportation, by April 1, 2016, and as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to \$200,000,000 annually in cost savings from its budget, and to submit the plan to the appropriate policy committees of the Senate and the Assembly. This bill contains other existing laws.	Senate Rules	Watch	The author is seeking to compel Caltrans to adopt more program efficiencies and then direct the resulting savings into road repair and litter control.
<a href="#">SB 34</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Automated license plate recognition (ALPR) systems: use of data.</b> Would impose specified requirements on an ALPR operator as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information.	Senate Transportation and Housing	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

**San Francisco County Transportation Authority**  
**March 2015**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 39</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for HOVs. This bill would increase the number of those identifiers that the Department of Motor Vehicles is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Senate Transportation and Housing	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
<a href="#">SB 45</a> Introduced: 12/12/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mendoza D</a> (Dist 32)	<b>Economic development.</b> Current law provides for various economic development programs throughout the state that foster community sustainability and community and economic development. Current law also authorizes local agencies to finance the purchase, construction, expansion, improvement, or rehabilitation of certain types of facilities. This bill would state the intent of the Legislature to enact legislation that would authorize local governmental entities to use tax increment financing for the development of economic planning, infrastructure, and educational facilities.	Senate Rules	New - Recommend Watch	This spot bill is intended to provide tax increment authority for economic development purposes and infrastructure.
<a href="#">SB 59</a> Introduced: 12/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight R</a> (Dist 0)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for HOVs. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
<a href="#">SB 154</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>California Environmental Quality Act (CEQA).</b> CEQA requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	New - Recommend Watch	This is a CEQA spot bill.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 158</a> Introduced: 2/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.	Senate Rules	Watch	This spot bill addresses the public private partnership law. However, it is intended to be amended to apply solely to the 710 N project in LA county.
<a href="#">SB 166</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Environmental Quality Act (CEQA).</b> CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	CEQA spot bill.
<a href="#">SB 167</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006.</b> The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	Spot bill that addresses AB 32 regulatory process.
<a href="#">SB 192</a> Introduced: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>Bicycles: helmets.</b> Would require every person, regardless of age, to wear a bicycle helmet when operating a bicycle, riding on a bicycle as a passenger, or riding in a trailer towed by a bicycle. The bill would also require a person engaged in these activities in the darkness to wear reflective high-visibility safety apparel, as specified. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	The bill mandates that all bicycle riders and passengers – regardless of age, wear helmets and, at night to also wear reflective safety apparel.

**San Francisco County Transportation Authority**  
**March 2015**

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 321</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality.	Senate Print	New - Recommend Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure revenue neutrality. This would address the volatility now observed in the annual tax-rate-setting process.
<a href="#">SB 491</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<b>Committee on Transportation and Housing</b>	<b>Transportation: omnibus bill.</b> Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Senate Print	New - Recommend Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 516</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fuller R</a> (Dist 16)	<b>Transportation: motorist aid services.</b> Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system.	Senate Print	New - Recommend Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 564</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: school zone fines.</b> Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Print	New - Recommend Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
<a href="#">SB 595</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Print	New - Recommend Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
<a href="#">SB 632</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Print	New - Recommend Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.

## San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 698</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Active Transportation Program: school zone safety projects.</b> Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Print	New - Recommend Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade, specifically for school zone safety projects.
<a href="#">SB 782</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	<b>State highways: relinquishment.</b> Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Print	New - Recommend Watch	This is a spot bill that is intended to streamline state highway relinquishments.

Total Measures: 69

Total Tracking Forms: 69



RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2014/15 BUDGET TO INCREASE REVENUES BY \$2,959,881 AND DECREASE EXPENDITURES BY \$29,750,654 FOR A TOTAL NET INCREASE IN FUND BALANCE OF \$32,710,535

WHEREAS, Section 131265(a) of the Public Utilities Code requires the Transportation Authority to adopt an annual budget; and

WHEREAS, In June 2014, through approval of Resolution 14-74, the Transportation Authority adopted the Fiscal Year (FY) 2014/15 Annual Budget and Work Program; and

WHEREAS, 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; and

WHEREAS; Revenue and expenditure figures pertaining to several capital projects, including the eFleet Carsharing Electrified Project, the Interstate 80/Yerba Buena Island (YBI) Interchange Improvement Project, the Van Ness Avenue Bus Rapid Transit (BRT) Project, the Strategic Highway Research Program Transit Passenger Simulation, the Treasure Island Mobility Management Agency (TIMMA), the Presidio Parkway Project, the Folsom Street Off-Ramp Realignment Project, Late Night Transportation, Travel Demand Modeling Assistance, Prop K Project Grants, Programs & Initiatives, Transportation Fund for Clean Air (TFCA) Program Expenditures, the San Francisco Transportation Plan (SFTP) Update, the San Francisco Freeway Corridor Management Study (SF FCMS), the San Francisco Bay Area Core Capacity Transit Study, Other Technical Profesional Services, and Staff Reorganization Plan; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2014/15 Budget; and

WHEREAS, The budgeted revenues for Sales Tax programs are from a voter-approved levy of 0.5% sales tax in the county of San Francisco for transportation projects and programs included



in the voter-approved Expenditure Plan; and

WHEREAS, Based on FY 2014/15 sales tax revenues earned through December 2014 of \$49.6 million, the Transportation Authority projects sales tax revenues to increase compared to the budgeted revenues for FY 2014/15 by \$7 million; and

WHEREAS, the Transportation Authority's adopted FY 2014/15 budget assumed to earn approximately 0.5% during the year for deposits in the Pooled Investment Fund with an average sales tax fund budgeted cash balance of approximately \$77 million during the year; and

WHEREAS, Interest income earned through December 2014 was \$170,116, due to a lower average sales tax fund cash balance; and

WHEREAS, This amendment decreases Interest Income by \$45,816 for FY 2014/15 activity; and

WHEREAS, The Transportation Authority serves as a fiscal agent to support City CarShare and required local match funds are reimbursed to the Transportation Authority by City CarShare; and

WHEREAS, For the eFleet Carsharing Electrified Project, we anticipate higher expenditures in FY 2014/15 due to project delays associated with federal procurement processes from the previous fiscal year; and

WHEREAS, This amendment increases Federal Revenues by \$479,023 and Capital Project Expenditures by \$484,619 for FY 2014/15 activity; and

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project and YBI Bridge Structures; and

WHEREAS, Due to the delay of additional federal funding, a portion of this year's project activities for the YBI Bridge Structures will be deferred to FY 2015/16; and

WHEREAS, Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 and are slightly slower than anticipated due to delays in tree removal and foundation construction work caused by early nesting of birds in the unusually dry, warm weather last winter season; and

WHEREAS, This amendment decreases Federal Revenues by \$6,732,996, decreases State Revenues by \$868,201 and decreases Capital Project Expenditures by \$7,558,626 for FY 2014/15 activity; and

WHEREAS, In November 2012, the SFMTA Transit Capital Committee approved the use of \$1,486,000 of the Federal Transit Administration (FTA) Small Starts funds for the environmental and advanced conceptual engineering phase of the Van Ness Avenue Bus Rapid Transit project in order to preserve Prop K funds to match FTA Small Starts funds in future phases of the project; and

WHEREAS, In December 2012, through Resolution 13-20, the Board approved amending the Memorandum of Agreement (MOA) with SFMTA to provide an additional \$208,962 in appropriated Prop K funds to the SFMTA and accept \$434,531 in FTA Small Starts Funds from the SFMTA to complete the environmental phase of the project and both agencies finalized the transition plan for the project; and

WHEREAS, Due to the delay of MOA negotiations, a portion of the revenue reimbursements have been deferred to FY 2014/15; and

WHEREAS, This amendment increases Federal Revenues by \$176,820 and Capital Project Expenditures by \$169,731; and

WHEREAS, In Fall 2014, the Federal Highway Administration (FHWA) awarded the Transportation Authority (as part of a three-agency consortium) a \$700,000, 24-month grant to implement applied research on transit passenger simulation in a real-world planning environment;



and

WHEREAS, This amendment increases Federal Revenues by \$61,975, increases Capital Project Expenditures by \$42,900 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to Congestion Management Agency (CMA) Programs by \$19,075 for FY 2014/15 activity; and

WHEREAS, On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island; and

WHEREAS, TIMMA program revenues for FY 2014/15 include federal grant funds from FHWA and the MTC and local funds from TIDA; and

WHEREAS, Since MTC grant conditions requires reimbursement to be requested only upon the completion of grant deliverables, revenue reimbursements incurred through June 30, 2014 have been deferred to FY 2014/15; and

WHEREAS, On October 21, 2014, through Resolution 15-13, the Transportation Authority Board appropriated \$150,000 in Prop K funds for the TIMMA Program; and

WHEREAS, This amendment increases Federal Revenues by \$348,183 and increases Capital Project Expenditures by \$116,229 for FY 2014/15 activity; and

WHEREAS, Construction of the Presidio Parkway is organized into two phases, with Phase I being delivered under a traditional design-bid-build process and Phase II under a public-private partnership agreement; and

WHEREAS, In November 2009, MTC awarded \$80 million in AB1171 regional bridge tolls to the Transportation Authority for expenses related to Phase I construction, which was completed

in the spring of 2012; and

WHEREAS, Due to the delay of complete invoice submittals, revenue reimbursements for Phase I construction costs of \$1,408,129 incurred by Caltrans through June 30, 2012 has been deferred to FY 2014/15; and

WHEREAS, This amendment increases Regional Revenues by \$1,408,129 for FY 2014/15 activity; and

WHEREAS, In August 2013, the Office of Community Investment and Infrastructure (OCII), as the Successor Agency to the San Francisco Redevelopment Agency, requested that the Transportation Authority be the lead agency in the implementation of the project and will fully reimburse the Transportation Authority for project management, administrative, construction management, and construction services, collectively referred to as the construction phase; and

WHEREAS, On February 17, 2015, the OCII Board approved an amendment to the MOA to fully reimburse the Transportation Authority for a total not to exceed \$3,479,541 for additional construction and construction support expenditures; and

WHEREAS, The proposed budget amendment increases Regional Revenues by \$583,377 and Capital Projects Expenditures by \$583,377 for FY 2014/15 activity; and

WHEREAS, At the urging of the Board of Supervisors, the Office of Economic and Workforce Development (OEWD) and the City's Entertainment Commission formed a Late Night Transportation Working Group to create a Late Night Integrated Transportation Plan to improve late night transportation options for San Francisco residents, workers, and visitors; and

WHEREAS, Through an MOA with OEWD, OEWD provides funding to the Transportation Authority for project management and consulting services to support the Late Night Transportation Working Group led by OEWD and the Entertainment Commission; and

WHEREAS, This amendment increases Regional Revenues by \$40,000, increases Capital



Projects Expenditures by \$25,650, and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$14,350 for FY 2014/15 activity; and

WHEREAS, The Transportation Authority maintains the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC; and

WHEREAS, The SFMTA and the Planning Department agreed to provide funding of up to \$100,000 each to the Transportation Authority for the care, maintenance and updates of SF-CHAMP, in order to implement new relevant features, reporting tools and up-to-date assumptions about travel behavior; and

WHEREAS, This amendment increases Regional Revenues by \$200,000; and

WHEREAS, The SFMTA, as part of its Transit Effectiveness Project, proposes to construct corner bulb-outs at 21 intersections along the 19<sup>th</sup> Avenue corridor between Lincoln Way and Junipero Serra Boulevard and replace the light rail track in 19th Avenue at Rossmoor Drive to maintain a state of good repair; and

WHEREAS, The Project is also funded by a \$717,000 Prop K appropriation, previously approved through Resolution 09-57; and

WHEREAS, This amendment increases Regional Revenues by \$160,000 and Capital Projects Expenditures by \$273,093 for FY 2014/15 activity; and

WHEREAS, The FY 2014/15 capital expenditures for Prop K project grants, programs and initiatives was based on sponsor input and analyses leading to adoption of the 2014 Strategic Plan in September 2014, the 2014 5-Year Prioritization Program updates, and a review of current project delivery and reimbursement rates; and

WHEREAS, Most of the proposed capital expenditure decrease can be attributed to delays in the SFMTA’s Radio Replacement Project (one of the largest Prop K allocations) and a suite of

related Central Control and Communications Projects which have schedules that are dependent upon the Radio Replacement Project; and

WHEREAS, The design build contract for the Radio Replacement Project links payments to delivery milestones; thus, SFMTA has indicated that an anticipated milestone payment of over \$20 million in FY 2014/15 have been pushed out reducing this year's expenditures to an estimated \$3 million; and

WHEREAS, The recommended \$25 million decrease in capital expenditures also reflects sponsors' practice of billing other sources (e.g. bonds, federal funds) first, a handful of de-obligations as projects close out, and project delays (sometimes associated with coordination with other agencies to support complete streets projects); and

WHEREAS, Through the TFCA program, the Transportation Authority recommends projects that improve air quality by reducing motor vehicle emissions; and

WHEREAS, The primary reason for the increase in Capital Project Expenditures is that an additional \$246,239 in TFCA funds were reprogrammed to new projects in FY 2014/15 than had been anticipated; and

WHEREAS, These additional funds were from the cancelled City College Bicycle Route 770 Modification project and de-obligations from completed projects; and

WHEREAS, This amendment increases Capital Project Expenditures by \$173,185 for FY 2014/15 activity; and

WHEREAS, In 2013, the Transportation Authority adopted the SFTP that serves as the city's blueprint for transportation system development and investment over the next 30 years; and

WHEREAS, Consistent with newly adopted regional guidelines for development of countywide transportation plans, we initiated preliminary planning and coordination work for the 2017 SFTP Update in 2014 to update the plan to account for changes in mobility conditions since



the last plan was adopted (e.g., the proliferation of Transportation Network Companies, significant housing construction, etc.) and to inform the 2017 Regional Transportation Plan (Plan Bay Area) update, which is now underway; and

WHEREAS, The amendment increases Capital Projects Expenditures by \$24,375 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$109,942 for FY 2014/15 activity; and

WHEREAS, SF FCMS is a collaborative effort that builds on recommendations from the 2013 SFTP calling for such a study to help address significant projected increases in travel demand and congestion in the U.S. 101/I-280 corridors; and

WHEREAS, Project activities in FY 2014/15 will be funded by Prop K, appropriated through Resolution 15-09; and

WHEREAS, This amendment increases Capital Projects Expenditures by \$70,980 for FY 2014/15 activity; and

WHEREAS, The Transportation Authority is partnering with multiple agencies on the San Francisco Bay Area Core Capacity Transit Study led by the MTC; and

WHEREAS, The agencies were successful in securing \$1 million in competitive grant funds from the federal Transportation Investment Generating Economic Recovery planning grant program and committed \$1 million in local match for a total budget of \$2 million to pay for consultant costs of the study; and

WHEREAS, The Transportation Authority's contribution to project activities will be funded by Prop K, appropriated through Resolution 15-09; and

WHEREAS, This amendment increases Capital Projects Expenditures by \$90,000 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$50,000 for FY 2014/15 activity; and



WHEREAS, Other technical professional services need to be updated from the original estimates contained in the adopted FY 2014/15 budget; and

WHEREAS, Additional expenditures anticipated in FY 2014/15 include \$50,000 for the Central Subway Phase III – Initial Study, and \$42,340 for the Chinatown Community-Based Transportation Plan; and

Project activities will be funded by Prop K appropriations, previously approved by the Transportation Authority Board; and

WHEREAS, This amendment increases Capital Projects Expenditures by \$105,788 for FY 2014/15 activity; and

WHEREAS, In May 2014, through Resolution 14-80, the Transportation Authority approved a staff reorganization plan to address staff capacity and sustainability issues given ongoing ambitious work programs and Board interest in expanding and enhancing certain aspects of the work program (e.g. communications); and

WHEREAS, Adoption of the staff reorganization plan did not have immediate budgetary implications because positions are filled dependent upon securing funding; and

WHEREAS, This amendment increases Administrative Operating Expenditures by \$574,704 for FY 2014/15 activity; and

WHEREAS, At its February 25, 2015 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On March 10, 2015, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2014/2015 budget is hereby amended to increase revenues by \$2,959,881 and decrease expenditures by \$29,750,654 for a total



net increase in fund balance of \$32,710,535.

Attachment:

- A. Final Amended Fiscal Year 2014/15 Budget



**San Francisco County Transportation Authority  
Attachment A  
Fiscal Year 2014/15 Budget Amendment**

	Proposed Budget by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2014/15
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Amended Budget Fiscal Year 2014/15		
<b>Revenues:</b>								
Sales Tax Revenues	\$ 98,823,000	\$ -	\$ -	\$ -	\$ -	\$ 98,823,000	\$ 91,826,191	
Vehicle Registration Fee	-	-	-	4,727,718	-	4,727,718	4,727,718	
Interest Income	340,233	-	2,677	3,280	-	346,190	392,006	
Federal/State/Regional Revenues	1,467,048	44,826,656	749,793	-	1,105,423	48,148,920	52,135,429	
Other Revenues	5,636,081	34,536	-	-	-	5,670,617	5,675,220	
<b>Total Revenues</b>	<b>106,266,362</b>	<b>44,861,192</b>	<b>752,470</b>	<b>4,730,998</b>	<b>1,105,423</b>	<b>157,716,445</b>	<b>154,756,564</b>	
<b>Expenditures:</b>								
Capital Projects Costs	130,249,492	42,043,711	983,056	10,458,813	432,529	184,167,601	214,492,959	
Administrative Operating Costs	6,924,839	2,002,589	37,355	286,387	479,534	9,730,704	9,156,000	
Debt Service	1,786,600	-	-	-	-	1,786,600	1,786,600	
<b>Total Expenditures</b>	<b>138,960,931</b>	<b>44,046,300</b>	<b>1,020,411</b>	<b>10,745,200</b>	<b>912,063</b>	<b>195,684,905</b>	<b>225,435,559</b>	
<b>Other Financing Sources (Uses):</b>	1,008,252	(814,892)	-	-	(193,360.00)	-	-	
<b>Net Change in Fund Balance</b>	<b>\$ (31,686,317)</b>	<b>\$ -</b>	<b>\$ (267,941)</b>	<b>\$ (6,014,202)</b>	<b>\$ -</b>	<b>\$ (37,968,460)</b>	<b>\$ (70,678,995)</b>	
Budgetary Fund Balance, as of July 1	\$ (56,173,557)	\$ -	\$ 756,482	\$ 11,025,549	\$ -	\$ (44,391,526)	\$ (104,312,305)	
Budgetary Fund Balance, as of June 30	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	\$ (82,359,986)	\$ (174,991,300)	



# Memorandum

**Date:** 03.03.15 **RE:** Finance Committee  
March 10, 2015

**To:** Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Amendment of the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535

## Summary

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 2014, through Resolution 14-74, the Transportation Authority adopted the Fiscal Year (FY) 2014/15 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 2014/15 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 propose that the adopted FY 2014/15 Budget be amended as shown in Attachment A. **We are seeking a recommendation to amend the adopted FY 2014/15 budget to increase revenues by \$2,959,881 and decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535.**

## BACKGROUND

In June 2014, through approval of Resolution 14-74, the Transportation Authority adopted the Fiscal Year (FY) 2014/15 Annual Budget and Work Program. 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. Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

## DISCUSSION

The purpose of this memorandum is to brief the Finance Committee on the proposed FY 2014/15 budget revisions and to seek a recommendation to amend the adopted budget. The budget revision reflects an increase of \$2,959,881 in revenues and decrease of \$29,750,654 in expenditures for a total net increase of \$32,710,535 in fund balance. Below is a narrative for the proposed revisions. The detailed proposed budget revisions by line item are included in Table 1 on page 2. The effect of the amendment on the adopted FY 2014/15 Budget (in the aggregate line item format specified in the

Transportation Authority's Fiscal Policy) is shown in Attachments A and B.

Table 1

	Adopted Budget FY 2014/15	Proposed Amendment Increase/(Decrease)	Proposed Amended Budget FY 2014/15
<b>Revenues:</b>			
<b>Sales Tax Revenues</b>	\$ 91,826,191	\$ 6,996,809	\$ 98,823,000
<b>Interest Income</b>	392,006	(45,816)	346,190
<b>Federal/State/Regional Revenues</b>			
Federal CMAQ Program: eFleet Carsharing Electrified	417,575	479,023	896,598
Federal Highway Bridge Program - I-80/YBI Ramps Interchange Improvement Project	37,493,049	(6,517,869)	30,975,180
Federal Highway Bridge Program - YBI Bridge Structures	2,537,712	(215,127)	2,322,585
Federal Small Smart Funds (from SFMTA): Van Ness Avenue Bus Rapid Transit	31,339	176,820	208,159
Federal Strategic Highway Research Program	-	61,975	61,975
Federal Treasure Island Mobility Management Priority Development	127,817	348,183	476,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	4,857,622	(868,201)	3,989,421
Regional MTC - Presidio Parkway (ABI 171)	-	1,408,129	1,408,129
Regional San Francisco (OCII) - Folsom Street Ramps	2,708,737	583,377	3,292,114
Regional San Francisco (OEWD) - Late Night Transportation	-	40,000	40,000
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	200,000	200,000
Regional San Francisco (SFPUC) - 19th Avenue City-Combined Project	-	160,000	160,000
Other Program Revenues	8,689,296	157,181	8,846,477
<b>Other Revenues</b>	5,675,220	(4,603)	5,670,617
<b>Total Increase in Revenues</b>	<b>\$ 154,756,564</b>	<b>\$ 2,959,881</b>	<b>\$ 157,716,445</b>
<b>Expenditures:</b>			
<b>Capital Project Costs</b>			
<i>Individual Project Grants, Programs &amp; Initiatives</i>			
Prop K	\$ 150,000,000	\$ (25,000,000)	\$ 125,000,000
TFCA	809,871	173,185	983,056
Vehicle Registration Fee	10,458,813	-	10,458,813
<i>Subtotal Individual Project Grants, Programs &amp; Initiatives</i>	<u>161,268,684</u>	<u>(24,826,815)</u>	<u>136,441,869</u>
<i>Technical Professional Services</i>			
eFleet Carsharing Electrified	421,851	484,619	906,470
I-80/YBI Ramps Improvement Project	42,246,494	(7,324,062)	34,922,432
YBI Bridge Structures	2,830,000	(234,564)	2,595,436
Van Ness Avenue Bus Rapid Transit	132,500	169,731	302,231
Strategic Highway Research Program	-	42,900	42,900
Treasure Island Mobility Management Agency	329,000	116,229	445,229
Folsom Street Ramps	2,530,000	583,377	3,113,377
Late Night Transportation	-	25,650	25,650
19th Avenue City-Combined Project	170,021	273,093	443,114
San Francisco Transportation Plan Update	-	24,375	24,375
Freeway Corridor Management Study	-	70,980	70,980
Transit Core Capacity Study	-	90,000	90,000
Other Technical Professional Services	4,564,409	179,129	4,743,538
<i>Subtotal Technical Professional Services</i>	<u>53,224,275</u>	<u>(5,498,543)</u>	<u>47,725,732</u>
<i>Subtotal Capital Project Costs</i>	<u>214,492,959</u>	<u>(30,325,358)</u>	<u>184,167,601</u>
<b>Administrative Operating Costs</b>			
Personnel Expenditures	5,975,770	574,704	6,550,474
Non-personnel Expenditures	3,180,230	-	3,180,230
<i>Subtotal Administrative Operating Costs</i>	<u>9,156,000</u>	<u>574,704</u>	<u>9,730,704</u>
<b>Debt Service</b>	1,786,600	-	1,786,600
<b>Total Decrease in Expenditures</b>	<b>\$ 225,435,559</b>	<b>\$ (29,750,654)</b>	<b>\$ 195,684,905</b>

**Prop K Sales Tax Revenues:** The budgeted revenues for Sales Tax programs are from a voter-approved levy of 0.5% sales tax in the county of San Francisco for transportation projects and programs included in the voter-approved Expenditure Plan. The Prop K Sales Tax Revenue's Expenditure Plan includes investments in four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people and 4) Transportation System Management/Strategic Initiatives. The Transportation Authority's adopted FY 2014/15 budget included anticipated sales tax revenues of \$91.8 million. Based on FY 2014/15 sales tax revenues earned through December 2014 of \$49.6 million, the Transportation Authority projects sales tax revenues to increase compared to the budgeted revenues for FY 2014/15 by \$7 million, as shown on Table 1. This projection is aligned with the San Francisco Controller's Office's projection that FY 2014/15 sales tax revenues will increase by 5% as compared to the actual revenues earned in FY 2013/14. The sales tax revenue projection is net of the Board of Equalization's charges for the collection of the tax.

**Interest Income:** Most of the Transportation Authority's investable assets are deposited in the City's Treasury Pool. Based on direction from the Treasurer's Office, the Transportation Authority's adopted FY 2014/15 budget assumed to earn approximately 0.5% during the year for deposits in the Pooled Investment Fund with an average sales tax fund budgeted cash balance of approximately \$77 million during the year. The level of Transportation Authority deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. The budgeted cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. Interest income earned through December 2014 was \$170,116, due to a lower average sales tax fund cash balance. This amendment decreases Interest Income by \$45,816 for FY 2014/15 activity, as shown on Table 1.

**eFleet Carsharing Electrified Project:** The Transportation Authority serves as a fiscal agent to support City CarShare. In October 2010, the Metropolitan Transportation Commission (MTC) awarded \$1.7 million in federal Congestion Mitigation and Air Quality Improvement Program funds to the Transportation Authority for this project. In December 2011 and August 2012, the Transportation Authority received authorization from the California Department of Transportation (Caltrans) to spend \$1.7 million on the project. Required local match funds are reimbursed to the Transportation Authority by City CarShare. We anticipate higher expenditures in FY 2014/15 due to project delays associated with federal procurement processes from the previous fiscal year. We obtained approvals from MTC and Caltrans recently to use federal funds to buy electric vehicles instead of electric vehicle charging stations to streamline the federal process. City CarShare anticipates completing the project by June 2016. This amendment increases Federal Revenues by \$479,023 and Capital Project Expenditures by \$484,619 for FY 2014/15 activity, as shown on Table 1.

**Interstate 80/Verba Buena Island (YBI) Interchange Improvement Project:** We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project and YBI Bridge Structures (collectively known as the I-80/YBI Interchange Improvement Project). In July 2013, Caltrans approved a \$77.5-million construction phase funding request, consisting of a combination of Federal Highway Bridge Program and State Proposition 1B Seismic Retrofit funds. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 and are slightly slower than anticipated due to delays in tree removal and foundation construction work caused by early nesting of birds in the unusually dry, warm weather last winter season. In addition, the original budget assumed use of more contingency funds in this fiscal year than anticipated. We still anticipate construction for the project will be completed by August 2016. Due to the delay of additional federal funding, a portion of this year's project activities for the YBI Bridge Structures will be deferred to FY 2015/16. This amendment decreases Federal Revenues by \$6,732,996,

decreases State Revenues by \$868,201 and decreases Capital Project Expenditures by \$7,558,626 for FY 2014/15 activity, as shown on Table 1.

**Van Ness Avenue Bus Rapid Transit (BRT) Project:** In 2010, the San Francisco Municipal Transportation Agency (SFMTA) designated a Project Manager for the project who would subsequently assumed responsibility for leading the engineering designs and development of the associated Conceptual Engineering Report, with support from San Francisco Public Works. In November 2012, the SFMTA Transit Capital Committee approved the use of \$1,486,000 of the Federal Transit Administration (FTA) Small Starts funds for the environmental and advanced conceptual engineering phase of the project in order to preserve Prop K funds to match FTA Small Starts funds in future phases of the project. In December 2012, through Resolution 13-20, the Board approved amending the Memorandum of Agreement (MOA) with SFMTA to provide an additional \$208,962 in appropriated Prop K funds to the SFMTA and accept \$434,531 in FTA Small Starts Funds from the SFMTA to complete the environmental phase of the project and both agencies finalized the transition plan for the project. Due to the delay of MOA negotiations, a portion of the revenue reimbursements have been deferred to FY 2014/15. This amendment increases Federal Revenues by \$176,820 and Capital Project Expenditures by \$169,731, as shown on Table 1.

**Strategic Highway Research Program Transit Passenger Simulation:** In Fall 2014, the Federal Highway Administration (FHWA) awarded the Transportation Authority (as part of a three-agency consortium) a \$700,000, 24-month grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. While a large tranche of the work will be completed in-house, technical professional services are needed for project management among the three agencies, and planning expertise. This amendment increases Federal Revenues by \$61,975, increases Capital Project Expenditures by \$42,900 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to Congestion Management Agency (CMA) Programs by \$19,075 for FY 2014/15 activity, as shown on Table 1.

**Treasure Island Mobility Management Agency (TIMMA):** On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island. Work to date has included the near completion of the policy and financial analysis of the congestion pricing program, drafting of TIMMA agency formation plans, and collaboration with partner agencies on operating agreements. The scope of work for FY 2014/15 focuses on completing the policy and financial analyses, ongoing governance and outreach activities, and beginning the system manager engineering phase of work. Tasks include: developing agency partnership agreements; recommending toll policies; developing cost estimates and a financial profile of the program; preparing the Concept of Operations system engineering document; and continued agency and public stakeholder involvement. TIMMA program revenues for FY 2014/15 include federal grant funds from FHWA and the MTC and local funds from TIDA. Since MTC grant conditions requires reimbursement to be requested only upon the completion of grant deliverables, revenue reimbursements incurred through June 30, 2014 have been deferred to FY 2014/15. In addition, on October 21, 2014, through Resolution 15-13, the Transportation Authority Board appropriated \$150,000 in Prop K funds for the TIMMA Program. This amendment increases Federal Revenues by \$348,183 and increases Capital Project Expenditures by \$116,229 for FY 2014/15 activity, as shown on Table 1.

**Presidio Parkway Project:** Construction of the Presidio Parkway is organized into two phases, with Phase I being delivered under a traditional design-bid-build process and Phase II under a public-private partnership agreement. The project has a very complicated funding plan comprised of more than 15 different federal, state, regional, and local sources. In November 2009, MTC awarded \$80 million in AB1171 regional bridge tolls to the Transportation Authority for expenses related to Phase I construction, which was completed in the spring of 2012. Total expenditures for this effort were recognized in FY 2011/12. Due to the delay of complete invoice submittals, revenue reimbursements for Phase I construction costs of \$1,408,129 incurred by Caltrans through June 30, 2012 has been deferred to FY 2014/15. The overall project budget has not changed. This amendment increases Regional Revenues by \$1,408,129 for FY 2014/15 activity, as shown on Table 1.

Construction activities for the Presidio Parkway Project Phase II are currently anticipated to be substantially completed by September 2015. Caltrans will provide a one-time milestone payment upon substantial completion of construction and will continue to make quarterly availability payments to the developer, Golden Link Concessionaire, LLC. Transportation Authority responsibilities include arranging for and serving as aggregator of all local funds for the milestone payment, including \$75 million from the Golden Gate Bridge, Highway and Transportation District (Bridge District) and \$20.3 million of Prop K funds. Based on the funding agreement between the Bridge District and the Transportation Authority, the Bridge District shall pay the Transportation Authority no later than 75 days prior to the substantial completion date. Prop K funds will be requested through a separate appropriation request. Should the project advance faster than currently anticipated, triggering a milestone payment prior to June 30, 2015, this would result in a significant increase in both Regional Revenues and Capital Project Expenditures which would be reflected in a second mid-year budget amendment.

**Folsom Street Off-Ramp Realignment Project:** In August 2013, the Office of Community Investment and Infrastructure (OCII), as the Successor Agency to the San Francisco Redevelopment Agency, requested that the Transportation Authority be the lead agency in the implementation of the project and will fully reimburse the Transportation Authority for project management, administrative, construction management, and construction services, collectively referred to as the construction phase. The Folsom Street off-ramp provides a San Francisco exit from the Bay Bridge, currently touching down at Folsom and Fremont Streets. The OCII has an agreement with Caltrans to realign the ramp to provide for a more functional intersection consistent with the area's redevelopment plan. Construction activities began in September 2014 and are anticipated to be completed by May 2015. On February 17, 2015, the OCII Board approved an amendment to the MOA to fully reimburse the Transportation Authority for a total not to exceed \$3,479,541 for additional construction and construction support expenditures. The proposed budget amendment increases Regional Revenues by \$583,377 and Capital Projects Expenditures by \$583,377 for FY 2014/15 activity, as shown on Table 1.

All construction projects typically incur change orders due to site conditions differing from those anticipated during design. Chemical and material tests of excavated materials are required prior to transporting the materials off-site. The two stockpiles of materials excavated when the old ramp was demolished have test positive for contamination: one with oil contamination and another with lead contamination. Preliminary tests of material not yet excavated also suggest another pocket of lead contamination. The oil-contaminated material will be hauled off-site to an appropriate landfill and costs have been included in the current budget amendment. The disposition of the lead-contaminated material, including cost and time impacts, is still being discussed with OCII and Caltrans staff. This will likely result in another increase in both Regional Revenues and Capital Project Expenditures and will be reflected in a second mid-year budget amendment, if necessary.



**Late Night Transportation:** At the urging of the Board of Supervisors, the Office of Economic and Workforce Development (OEWD) and the City's Entertainment Commission formed a Late Night Transportation Working Group to create a Late Night Integrated Transportation Plan to improve late night transportation options for San Francisco residents, workers, and visitors. Through an MOA with OEWD, OEWD provides funding to the Transportation Authority for project management and consulting services to support the Late Night Transportation Working Group led by OEWD and the Entertainment Commission. This amendment increases Regional Revenues by \$40,000, increases Capital Projects Expenditures by \$25,650, and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$14,350 for FY 2014/15 activity, as shown on Table 1.

**Travel Demand Modeling Assistance:** The Transportation Authority maintains the "SF-CHAMP" San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The SFMTA and Planning Department frequently requests travel demand projects from SF-CHAMP to evaluate the impacts for various City projects. The SFMTA and the Planning Department agreed to provide funding of up to \$100,000 each to the Transportation Authority for the care, maintenance and updates of SF-CHAMP, in order to implement new relevant features, reporting tools and up-to-date assumptions about travel behavior. All project expenditures were included in the Transportation Authority's adopted FY 2014/15 budget. This amendment increases Regional Revenues by \$200,000, as shown on Table 1.

**19<sup>th</sup> Avenue City-Combined Project:** The SFMTA, as part of its Transit Effectiveness Project, proposes to construct corner bulb-outs at 21 intersections along the 19<sup>th</sup> Avenue corridor between Lincoln Way and Junipero Serra Boulevard. In addition, the SFMTA will replace the light rail track in 19<sup>th</sup> Avenue at Rossmoor Drive to maintain a state of good repair. The San Francisco Public Utilities Commission (SFPUC) proposes to replace and/or add water distribution lines; and to inspect, repair and/or replace sewer mains and laterals within or crossing 19<sup>th</sup> Avenue between Lincoln Way and Eucalyptus Drive. The SFMTA and SFPUC work along the 19<sup>th</sup> Avenue corridor between Lincoln Way and Junipero Serra Boulevard will be combined into one City project referred to as the 19<sup>th</sup> Avenue City Combined Project (Project). Since 19<sup>th</sup> Avenue and Park Presidio Boulevard together comprises U.S. Highway 1 through the City, which is owned by Caltrans, Caltrans must review and approve the design of all improvements to these streets. The Transportation Authority will complete the project approval documents required by Caltrans in accordance with Caltrans standards, including a Project Study Report/Project Report, in order to prepare the Project for the final engineering design phase. The SFPUC has agreed to contribute to the Transportation Authority for the preparation of the project approval documents required by Caltrans. The Project is also funded by a \$717,000 Prop K appropriation, previously approved through Resolution 09-57. This amendment increases Regional Revenues by \$160,000 and Capital Projects Expenditures by \$273,093 for FY 2014/15 activity, as shown on Table 1.

**Prop K Project Grants, Programs & Initiatives:** Our estimated FY 2014/15 capital expenditures for Prop K project grants, programs and initiatives was based on sponsor input and analyses leading to adoption of the 2014 Strategic Plan in September 2014, the 2014 5-Year Prioritization Program updates, and a review of current project delivery and reimbursement rates. We recommend revising this estimate down from \$150 million to \$125 million, a \$25 million decrease, as shown on Table 2. Just over a dozen of the largest Prop K projects accounted for over 80% of anticipated Prop K Expenditures in the adopted budget. Most of the proposed capital expenditure decrease can be attributed to delays in the SFMTA's Radio Replacement Project (one of the largest Prop K allocations) and a suite of related Central Control and Communications Projects which have schedules that are dependent upon the Radio Replacement Project. The design build contract for the Radio Replacement Project links payments to

delivery milestones; thus, SFMTA has indicated that an anticipated milestone payment of over \$20 million in FY 2014/15 have been pushed out reducing this year's expenditures to an estimated \$3 million. The recommended \$25 million decrease in capital expenditures also reflects sponsors' practice of billing other sources (e.g. bonds, federal funds) first, a handful of de-obligations as projects close out, and project delays often associated with coordination with other agencies (e.g. complete streets coordination).

**Transportation Fund for Clean Air (TFCA) Program Expenditures:** Through the TFCA program, the Transportation Authority recommends projects that improve air quality by reducing motor vehicle emissions. The TFCA capital program includes new FY 2014/15 projects, and carryover prior year projects with multi-year schedules. This amendment increases Capital Project Expenditures by \$173,185 for FY 2014/15 activity, as shown on Table 2. The primary reason for the increase in Capital Project Expenditures is that an additional \$246,239 in TFCA funds were reprogrammed to new projects in FY 2014/15 than had been anticipated. These additional funds were from the cancelled City College Bicycle Route 770 Modification project and de-obligations from completed projects.

**San Francisco Transportation Plan (SFTP) Update:** In 2013, the Transportation Authority adopted the SFTP that serves as the city's blueprint for transportation system development and investment over the next 30 years. Consistent with newly adopted regional guidelines for development of countywide transportation plans, we initiated the 2017 SFTP Update in 2014 to update the plan to account for changes in mobility conditions since the last plan was adopted (e.g., the proliferation of Transportation Network Companies, significant housing construction, etc.) and to inform the 2017 Regional Transportation Plan (Plan Bay Area) update, which is now underway. The SFTP Update will identify key transportation needs through an analysis of future trends, and aligns these needs with projected available funding, as well as potential new revenues. The SFTP Update will include background papers and studies (land use, revenue, institutional, etc.) and strategic policy initiatives to support the investments in the transportation system. Consultant tasks for this project include project management support and technical analysis for needs identification and investment scenarios. This amendment reflects early planning activities, scoping, and coordination work with City partners to develop a project charter for this multi-agency effort. The amendment increases Capital Projects Expenditures by \$24,375 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$109,942 for FY 2014/15 activity, as shown on Table 1.

**San Francisco Freeway Corridor Management Study (SF FCMS):** SF FCMS is a collaborative effort that builds on recommendations from the 2013 SFTP calling for such a study to help address significant projected increases in travel demand and congestion in the U.S. 101/I-280 corridors. The SF FCMS initiates a planning process to look at ways to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/striping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. It will provide inputs and priorities from San Francisco into parallel freeway management plans at both the regional and state level. This was one of the highest performing projects in Plan Bay Area. The SF FCMS findings will inform the development of the 2017 Plan Bay Area and SFTP updates. Project activities in FY 2014/15 will be funded by Prop K, appropriated through Resolution 15-09. This amendment increases Capital Projects Expenditures by \$70,980 for FY 2014/15 activity, as shown on Table 1.

**San Francisco Bay Area Core Capacity Transit Study:** The Transportation Authority is partnering with multiple agencies on the San Francisco Bay Area Core Capacity Transit Study led by the MTC. The study was identified as a critical need through analysis conducted as part of Plan Bay Area and the SFTP and will identify short-, medium-, and long-term solutions to increase transit capacity in the Transbay and Muni

Metro corridors. The MTC, the SFMTA, the Bay Area Rapid Transit District, the Alameda Contra Costa Transit District, the Water Emergency Transportation Authority, Caltrain, and the Transportation Authority agreed to partner on the Study under MTC's leadership. The agencies were successful in securing \$1 million in competitive grant funds from the federal Transportation Investment Generating Economic Recovery planning grant program and committed \$1 million in local match for a total budget of \$2 million to pay for consultant costs of the study. The Transportation Authority's contribution to project activities will be funded by Prop K, appropriated through Resolution 15-09. This amendment increases Capital Projects Expenditures by \$90,000 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$50,000 for FY 2014/15 activity, as shown on Table 1.

**Other Technical Professional Services:** Other technical professional services need to be updated from the original estimates contained in the adopted FY 2014/15 budget. Additional expenditures anticipated in FY 2014/15 include \$50,000 for the Central Subway Phase III – Initial Study, and \$42,340 for the Chinatown Community-Based Transportation Plan. Project activities will be funded by Prop K appropriations, previously approved by the Transportation Authority Board. This amendment increases Capital Projects Expenditures by \$105,788 for FY 2014/15 activity, as shown on Table 1.

**Staff Reorganization Plan:** In May 2014, through Resolution 14-80, the Transportation Authority approved a staff reorganization plan to address staff capacity and sustainability issues given ongoing ambitious work programs and Board interest in expanding and enhancing certain aspects of the work program (e.g. communications). The restructuring was not reflected in the adopted budget to allow for time needed to recruit and hire new personnel. The proposed amendment will add five of the eight new full time equivalent positions and two staff promotions. Adoption of the staff reorganization plan did not have immediate budgetary implications because positions are filled dependent upon securing funding. This amendment increases Administrative Operating Expenditures by \$574,704 for FY 2014/15 activity, as shown on Table 1.

We propose that the adopted FY 2014/15 Budget be amended as shown in Attachment A.

## ALTERNATIVES

1. Recommend amendment of the adopted FY 2014/15 budget to increase revenues by \$2,959,881, decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535, as requested.
2. Recommend amendment of the adopted FY 2014/15 budget to increase revenues by \$2,959,881, decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its February 25, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

If approved, the proposed amendment to the FY 2014/15 Budget would add \$2,959,881 in revenues and decrease \$29,750,654 in expenditures for a net increase of \$32,710,535 in fund balance as described

above.

**RECOMMENDATION**

Recommend amendment of the adopted FY 2014/15 budget to increase revenues by \$2,959,881, decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535.

Attachment:

B. Fiscal Year 2014/15 Budget Amendment Line Item Detail



**San Francisco County Transportation Authority  
Attachment B  
Fiscal Year 2014/15 Budget Amendment  
Line Item Detail**

	Proposed Budget Amendment by Fund					Treasure Island Mobility Management Agency Program	Proposed Amended Budget FY 2014/15 Total	Increase (Decrease)	Adopted Budget FY 2014/15 Total
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program				
<b>Revenues:</b>									
Sales Tax Revenues	\$ 98,823,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,823,000	\$ 6,996,809	\$ 91,826,191
Vehicle Registration Fee	-	-	-	4,727,718	-	-	4,727,718	-	4,727,718
Interest Income	340,233	-	2,677	3,280	-	-	346,190	(45,816)	392,006
Federal/State/Regional Revenues									
Federal Congestion Mitigation and Air Quality (CMAQ) Program: eFleet	-	896,598	-	-	-	-	896,598	479,023	417,575
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	191,831	-	-	-	-	191,831	57,739	134,092
Federal FHWA Transit Reliability Research	-	-	-	-	-	-	-	(75,985)	75,985
Federal Geneva-Harney Bus Rapid Transit Feasibility Study	-	205,500	-	-	-	-	205,500	(57,716)	263,216
Federal Highway Bridge Program - I-80/Verba Buena Island Interchange Improvement Project	-	30,975,180	-	-	-	-	30,975,180	(6,517,869)	37,493,049
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	2,322,585	-	-	-	-	2,322,585	(215,127)	2,537,712
Federal San Francisco Parking Pricing and Regulation Study	-	332,209	-	-	-	-	332,209	81,193	251,016
Federal Small Smart Funds (from SFMTA): Van Ness Avenue Bus Rapid Transit	-	208,159	-	-	-	-	208,159	176,820	31,339
Federal Strategic Highway Research Program	-	61,975	-	-	-	-	61,975	-	-
Federal Surface Transportation Program 3% Revenue	10,609	955,937	-	-	-	-	966,546	-	966,546
Federal Treasure Island Mobility Management: Priority Development	-	-	-	-	476,000	-	476,000	348,183	127,817
Federal Value Pricing Pilot Program: Treasure Island Mobility	-	-	-	-	329,423	-	329,423	(40,559)	369,982
State Planning, Programming & Monitoring SB45 Funds	-	161,000	-	-	-	-	161,000	-	161,000
State Potrero Hill Community-Based Transportation Plan	-	56,856	-	-	-	-	56,856	(3,218)	60,074
State Seismic Retrofit Proposition 1B - I-80 YBI Interchange Improvement Project	-	3,989,421	-	-	-	-	3,989,421	(866,201)	4,857,622
State TCRP Presidio Parkway	48,310	-	-	-	-	-	48,310	-	-
Regional Agency (C/CAG, SanTrans) Contributions - Geneva-Harney Bus Rapid Transit	-	-	-	-	-	-	-	(43,579)	43,579
Regional MTC - Chinatown Community-Based Transportation Plan	-	21,000	-	-	-	-	21,000	(30,726)	51,726
Regional MTC - Potrero Hill Community-Based Transportation Plan	-	60,000	-	-	-	-	60,000	23,956	36,044
Regional MTC - Presidio Parkway (AB1171)	1,408,129	-	-	-	-	-	1,408,129	1,408,129	-
Regional MTC - San Francisco Parking Pricing and Regulation Study (MTC)	-	60,000	-	-	-	-	60,000	28,623	31,377
Regional San Francisco (OCII) - Folsom Street Ramps	-	3,292,114	-	-	-	-	3,292,114	583,377	2,708,737
Regional San Francisco (OEWD) - Late Night Transportation	-	40,000	-	-	-	-	40,000	40,000	-
Regional San Francisco (Planning) - Transportation Sustainability Program	-	17,451	-	-	-	-	17,451	-	17,451
Regional San Francisco (SFMTA) - Travel Demand Modeling Assistance	-	200,000	-	-	-	-	200,000	200,000	-
Regional San Francisco (SFMTA) - 19th Avenue M-Ocean View	-	436,801	-	-	-	-	436,801	31,100	405,701
Regional San Francisco (SFMTA) - Waterfront Transportation Assessment	-	140,368	-	-	-	-	140,368	79,499	60,869
Regional San Francisco (SFPUC) - 19th Avenue City-Combined Project	-	160,000	-	-	-	-	160,000	160,000	-
Regional TFCA Match Transportation Demand Management Partnership Project	-	34,419	-	-	-	-	34,419	(1,385)	35,804
Regional (Planning, SFE, SFMTA) - Travel Demand Management Partnership Project	-	7,252	-	-	-	-	7,252	7,252	-
Regional TIDA - Treasure Island Mobility Management Agency	-	-	749,793	-	300,000	-	300,000	50,000	250,000
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	-	-	-	-	749,793	2,677	747,116
<b>Other Revenues</b>									
Local Match: City CarShare eFleet: Carsharing Electrified	-	26,169	-	-	-	-	26,169	5,179	20,990
Private Contributions: 19th Avenue M-Ocean View	-	8,367	-	-	-	-	8,367	(31,633)	40,000
San Francisco Dept. of Environment - Bicycle Racks/Shower Facilities	23,851	-	-	-	-	-	23,851	21,851	2,000
Sublease of Office Space	38,184	-	-	-	-	-	38,184	-	38,184
TIDA Loan Reimbursement - YBI Interchange Improvement Project	5,574,046	-	-	-	-	-	5,574,046	-	5,574,046
<b>Total Revenues</b>	<b>106,266,362</b>	<b>44,861,192</b>	<b>752,470</b>	<b>4,730,998</b>	<b>1,105,423</b>	<b>1,105,423</b>	<b>157,116,445</b>	<b>2,959,881</b>	<b>154,756,564</b>

**San Francisco County Transportation Authority  
Attachment B  
Fiscal Year 2014/15 Budget Amendment  
Line Item Detail**



	Proposed Budget Amendment by Fund						Increase (Decrease)	Adopted Budget FY 2014/15 Total
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Amended Budget FY 2014/15 Total		
<b>Expenditures:</b>								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives								
Technical Professional Services	125,000,000	-	983,056	10,458,813	-	136,441,869	(24,826,815)	161,268,684
Administrative Operating Costs	5,249,492	42,043,711	-	-	432,529	47,725,732	(5,498,543)	53,224,275
Personnel Expenditures								
Salaries	2,745,014	1,146,132	25,330	74,380	319,714	4,310,570	286,924	4,023,646
Fringe Benefits	1,299,902	571,303	12,025	35,309	142,120	2,060,659	272,054	1,788,605
Pay for Performance	179,245	-	-	-	-	179,245	15,726	163,519
Non-personnel Expenditures								
Administrative Operations	2,372,278	285,154	-	176,698	17,700	2,851,830	-	2,851,830
Equipment, Furniture & Fixtures	258,000	-	-	-	-	258,000	-	258,000
Commissioner-Related Expenses	70,400	-	-	-	-	70,400	-	70,400
Debt Service								
Interest and Fiscal Charges	1,786,600	-	-	-	-	1,786,600	-	1,786,600
Total Expenditures	138,960,931	44,046,300	1,020,411	10,745,200	912,063	195,684,905	(29,750,654)	225,435,559
<b>Other Financing Sources (Uses):</b>								
Transfers in - Prop K Match to Grant Funding	1,008,252	-	-	-	-	1,008,252	(1,131,778)	2,140,030
Transfers out - Prop K Match to Grant Funding	-	(814,892)	-	-	(193,360)	(1,008,252)	1,131,778	(2,140,030)
Total Other Financing Sources (Uses)	1,008,252	(814,892)	-	-	(193,360)	-	-	-
<b>Net Change in Fund Balance</b>	\$ (31,686,317)	\$ -	\$ (267,941)	\$ (6,014,202)	\$ -	\$ (37,968,460)	\$ 32,710,535	\$ (70,678,995)
Budgetary Fund Balance, as of July 1	\$ (56,173,557)	\$ -	\$ 756,482	\$ 11,025,549	\$ -	\$ (44,391,526)	N/A	\$ (104,312,305)
Budgetary Fund Balance, as of June 30	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	\$ (82,359,986)	N/A	\$ (174,991,300)

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency  
Fund Reserved for Program and Operating Contingency \$ 9,182,619 \$ - \$ 472,772 \$ - \$ 9,655,391

RESOLUTION APPOINTING MYLA ABLOG TO THE CITIZENS ADVISORY  
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
FOR A TWO-YEAR TERM

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.3(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are two vacancies on the CAC; and

WHEREAS, At its March 17, 2015 meeting, after careful review and consideration of all candidates' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Myla Ablog to serve for a period of two years; now, therefore be it

RESOLVED, That the San Francisco County Transportation Authority does hereby appoint Myla Ablog to serve, for a two-year term, on the CAC of the San Francisco County Transportation Authority; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



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RESOLUTION ALLOCATING \$1,824,502 IN PROP K FUNDS, WITH CONDITIONS, FOR SEVEN REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received seven requests for a total of \$1,824,502 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, As a prerequisite for allocation of funds, the voter-approved Prop K Expenditure Plan requires that the Transportation Authority Board adopt a 5-Year Prioritization Program (5YPP) for each programmatic category; and

WHEREAS, Three of the requests are consistent with their relevant adopted 5YPPs; and

WHEREAS, The Department of Public Works' (SFPW's) requests for the Great Highway & Skyline Roundabout and Traffic Calming Implementation (Prior Areawide Plans), and the San Francisco Municipal Transportation Agency's (SFMTA's) request for 7th Avenue and Lincoln Way Intersection Improvements and WalkFirst Phase 1 Pedestrian Safety Implementation require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,824,502 in Prop K funds, with conditions, for all seven projects; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2014/15 budget to cover the proposed actions; and

WHEREAS, The Citizens Advisory Committee was briefed on the subject requests at its January 28, 2015 and February 25, 2015 meetings, and unanimously adopted motions of support for the staff recommendation; and



WHEREAS, On March 17, 2015 the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation as shown in Attachment 3 and detailed in the enclosed allocation request forms, which include scope, schedule, cost, budget, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K New and Upgraded Streets, Signals and Signs, Traffic Calming and Pedestrian Safety and Circulation 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$1,824,502 in Prop K funds, with conditions, for seven requests as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 2014 Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive

Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the 2014 Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (7)

## Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		\$ 207,535	86%	0%	Planning, Environmental	7
Prop K	26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		\$ 557,596	86%	90%	Planning, Environmental	4, 7
Prop K	33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		\$ 370,800	34%	43%	Construction	5
Prop K	38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 4,450,900	51%	94%	Construction	8, 9
Prop K	38	SFPW	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		\$ 25,000	51%	0%	Design	5, 7, 8
Prop K	39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	\$ 377,000	28%	0%	Construction	Citywide
Prop K	40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		\$ 1,350,000	25%	26%	Design, Construction	Citywide
			<b>TOTAL</b>	<b>\$ 1,824,502</b>	<b>\$ -</b>	<b>\$ 7,338,831</b>	<b>48%</b>	<b>71%</b>		

## Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronyms include SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works).

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		SFPW will use Prop K funds for planning and environmental review for a new roundabout to improve pedestrian and cyclist safety at the Great Highway and Skyline Boulevard intersection. Developed as part of the Ocean Beach Master Plan, the roundabout will result in safer, shorter crossings for people walking and riding bikes at the complex intersection by reducing conflict points with moving vehicles and reducing vehicular speeds. The roundabout will maintain constant traffic flow, which is not possible with continued signalization of the intersection. SFPW will perform community outreach targeting stakeholders and hold a public meeting as part of the project planning phase. Planning is anticipated to be completed by December 2015 with environmental review completed by June 2016. SFPW anticipates that the roundabout will be open for use by late 2017, about 6 months after completion of the Great Highway Reroute Project.
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		Prop K funds will match federal funds for additional planning/conceptual engineering (surveys and traffic review in coordination with SFMTA) and environmental work to further develop the scope, budget, and timeline of the preferred, permanent restoration project for the Great Highway south of Sloat Boulevard. The preferred option will preserve the roadway's function while restoring the roadway to its pre-disaster condition, and will convert the 2 existing northbound lanes into a single northbound and a single southbound travel lane. The project is supported by SPUR, the California Coastal Commission, National Park Services, and the City's Traffic Engineer. SFPW will conduct outreach to key neighborhood and community groups and residents. Planning is anticipated to be completed by June 2015 with environmental review completed by March 2016. SFPW anticipates that the Great Highway will be open for use in its new configuration by early 2017.
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		Prop K will leverage \$160,000 in Bicycle Transportation Account funds and be used for construction of bicycle, pedestrian and traffic signal improvements at the intersection of 7th Avenue and Lincoln Way. Improvements include a new signal phase for bicycles crossing Lincoln Way, pedestrian countdown signals, accessible (audible) pedestrian signals, mast-arm mounted signal heads, curb ramps, and an improved median refuge area for pedestrians. Construction is scheduled to begin by December 2015 and be complete by March 2016.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		Prop K funds will be used to construct a concrete barrier separating the southbound bicycle lane on San Jose Avenue between Randall Street and Arlington Street from vehicle traffic. The project will also upgrade a pedestrian island at the intersection of Randall Street and San Jose Avenue, and extend a sidewalk at the intersection of Dolores Street and San Jose Avenue. These improvements are outlined in San Francisco Planning Department's Mission Streetscape Plan. This project will be implemented through a paving project set to begin construction in Fall 2015.
38	SFPW	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 25,000		Prop K will be used for detailed design for 7 curb bulb-outs, 1 raised crosswalk, and accompanying curb ramps at the intersections of 6th Avenue and Judah Street, Tiffany Street and 29th Street, Roosevelt Way at 15th Street, and 9th Avenue at Pacheco Street. Design will be completed by June 2015 with construction anticipated Fall 2015 to Spring 2016. Pending information from SFMTA on the cost estimate and potential source(s) of funding for construction. These improvements originated in the Traffic Calming Area-wide Planning process and are part of SFMTA's backlog of Traffic Calming projects.
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	The SFMTA will use Prop K funds for a nine-month extension to an existing three-year bicycle safety education contract. The extension (from February 2015 through November 2015) will provide continuity in classes (adding 39 more classes) and also allow time for an evaluation of bike safety education and potential improvements to the program in advance of a new contract. Outreach and promotion for the classes will target underserved communities within San Francisco including promotion in Chinese, Spanish and English, and groups historically underrepresented in the cycling community such as ethnic minorities and women.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		SFMTA will design and construct pedestrian safety improvements at up to 45 locations on Pedestrian High Injury Corridors identified through the WalkFirst Investment Strategy (see candidate locations in allocation request form). WalkFirst is a data-driven planning process that identified the 6% of streets that account for 60% of pedestrian collisions, as well as a suite of quick, inexpensive, and effective countermeasures to address collision profiles at those locations. Improvements such as advance stop or yield lines, painted pedestrian medians, and continental crosswalks will be implemented on a rolling basis at stand-alone intersections, along corridors, or through coordination with other projects. Construction should start April-June 2015 and end by 2016.
<b>TOTAL</b>			<b>\$ 1,824,502</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		<p><b>5-Year Prioritization Program (5YPP) Amendment:</b> Our recommendation is contingent upon a concurrent amendment of the New and Upgraded Streets 5YPP to reprogram \$207,537 in FY 2014/15 funds from the design phase of the Great Highway Reroute Project (Permanent Restoration), which will be fully funded with Prop K and Federal Highway Administration Emergency Relief funds, to the subject project. Note there is ~\$1 million in TBD funds to fully fund construction. Potential sources include other Prop K categories, Prop AA vehicle registration fee, and Active Transportation Program funds.</p> <p><b>Multi-Phase Allocation:</b> We are recommending a multi-phase allocation given the concurrent nature of the planning and environmental work.</p>
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		<p><b>Multi-Phase Allocation:</b> We are recommending a multi-phase allocation given the short duration of the remaining planning work.</p>
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		<p><b>5YPP Amendment:</b> Our recommendation is contingent upon a concurrent amendment of the Signals and Signs 5YPP to re-program \$95,476 in design funds from Traffic Signal Upgrades (15 Locations) to the subject project.</p>
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		<p>Transportation Authority staff approved SFPW's request to advertise the project at risk (i.e., in advance of Board allocation of funds) so that it could be advertised as part of a larger paving project.</p>
38	SFPW	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 25,000		<p><b>5YPP Amendment:</b> Our recommendation is contingent upon a concurrent amendment to the Traffic Calming 5YPP to reprogram \$25,000 from the construction phase to the design phase of the subject project.</p>
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	



Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		<p><b>5YPP Amendment:</b> Our recommendation is contingent upon a concurrent amendment to the Pedestrian Safety and Circulation 5YPP to reprogram \$715,900 in FY 14/15 funds currently programmed to the 6th Street Improvements (NITP) construction to the subject project. For 6th Street Improvements, SFMTA is planning on requesting \$1 million in Prop K funds for the environmental phase, through which it will determine costs and a funding plan for design and construction.</p> <p>Our recommendation is for a multi-phase allocation given the relatively short duration of design for site specific improvements, straight forward nature of the improvements, and desire of SFMTA to expedite construction of Phase 1 WalkFirst improvements.</p>
<b>TOTAL</b>			<b>\$ 1,824,502</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TRANSIT</b>									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
1	SFMTA	Geary Bus Rapid Transit	\$ 872,859	\$ 872,859					
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ 7,470,000					
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ 250,000	\$ 500,000				
13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993		\$1,773,993				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ 2,100,000	\$ 12,800,000	\$ 5,931,776			
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20M	SFMTA	Muni Metro East (MME) Phase 2	\$2,598,500	\$ 998,500	\$ 1,600,000				
20M	SFMTA	Fall Protection Systems	\$2,160,777	\$ 400,000	\$1,760,777				
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ 250,000					
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
<b>Transit Subtotal</b>			<b>\$ 219,643,343</b>	<b>\$ 50,520,201</b>	<b>\$ 25,783,224</b>	<b>\$ 15,279,266</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>
<b>PARATRANSIT</b>									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>VISITACION VALLEY WATERSHED</b>									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 228,830</b>	<b>\$ 132,196</b>	<b>\$ 96,634</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>STREET AND TRAFFIC SAFETY</b>									
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 58,267	\$ 47,715	\$ 10,552				
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535	\$ 92,238	\$ 115,297				
31	SFMTA	Contract 62	\$ 150,000	\$ 50,000	\$ 100,000				
33	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 95,476	\$ -	\$ 95,476				
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 125,450	\$ 125,450			
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000	\$ 25,000					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ 20,000					
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ 500,544	\$ 257,856				
39	SFMTA	2nd Street Vision Zero Improvements	\$ 158,500	\$ 79,250	\$ 79,250				
39	SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	\$ 82,700	\$ 41,350	\$ 41,350				
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ 36,000	\$ 36,000				
39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 115,324	\$ -	\$ 115,324				
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ 211,500	\$ 211,500				
40	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 6,575	\$ 6,575					
40	Public Works	Longfellow Elementary School Safe Routes to School	\$ 64,578	\$ 12,663	\$ 51,915				
40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$ 64,500	\$ 79,200	\$ 79,200			
40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$ 40,000	\$ 80,000				
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	\$ 1,000,000	\$ 100,000	\$ 700,000	\$ 200,000			
41	Public Works	Curb Ramps	\$ 725,632	\$ 21,769	\$ 633,863	\$ 70,000			
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 10,072,339</b>	<b>\$ 5,805,348</b>	<b>\$ 3,792,341</b>	<b>\$ 474,650</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Attachment 4.**  
**Prop K FY 2014/15 Capital Budget<sup>1</sup>**

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TSM/STRATEGIC INITIATIVES</b>									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
43	SFMTA	Comprehensive TDM Program	\$ 100,000		\$ 100,000				
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 47,140	\$ -	\$ 47,140				
44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 61,865	\$ -	\$ 61,865				
44	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ -	\$ 472,754	\$ 100,000			
44	SFMTA	District 1 NTIP [NTIP Planning]	\$100,000	\$ 60,000	\$ 40,000				
<b>TSM/Strategic Initiatives Subtotal</b>			<b>\$ 3,151,876</b>	<b>\$ 1,199,360</b>	<b>\$ 1,704,516</b>	<b>\$ 248,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL</b>			<b>\$ 242,766,388</b>	<b>\$ 67,327,105</b>	<b>\$ 31,376,715</b>	<b>\$ 16,001,916</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>

<sup>1</sup> This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 5.  
**Prop K FY 2014/15 Fiscal Year Cash Flow**  
**Distribution – Summary Table<sup>1</sup>**

	<b>Total</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FYs 2019/20 - 2027/28<sup>2</sup></b>
Prior Allocations	\$ 240,941,886	\$ 67,026,152	\$ 30,178,616	\$ 15,676,466	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 1,824,502	\$ 300,953	\$ 1,198,099	\$ 325,450	\$ -	\$ -	\$ -
New Total Allocations	\$ 242,766,388	\$ 67,327,105	\$ 31,376,715	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

<sup>1</sup> This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.



# Memorandum

**Date:** 03.12.15 **RE:** Plans and Programs Committee  
March 17, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Anna LaForte – Deputy Director for Policy and Programming *all*

**Through:** Tilly Chang – Executive Director *TJC*

**Subject:** **ACTION** – Recommend Allocation of \$1,824,502 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have seven requests totaling \$1,824,502 in Prop K funds to present to the Plans and Programs Committee. Attachment 3 summarizes our recommendations. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects. They include design and construction of WalkFirst Phase 1 Pedestrian Safety Implementation (\$1,000,000), which addresses up to 45 intersections on Pedestrian High Injury Corridors; construction of bicycle and pedestrian signal upgrades and curb ramps at the intersection of 7th Avenue and Lincoln Way (\$210,800); and \$72,000 to extend the existing Bicycle Safety Education Classes contract by nine months. The latter request was held over one month as directed by the Plans and Programs Committee. SFMTA staff will attend the March meeting to address questions raised by the Committee in February. San Francisco Public Works has requested Prop K funds for four projects: planning and environmental review for the Great Highway & Skyline Roundabout (\$207,535), which will improve traffic flow and safety of the existing intersection, and for the Great Highway Reroute Project (Permanent Restoration) (\$58,267) to ensure the long-term functionality of the road; design of elements from previously completed areawide traffic calming plans (such as curb bulb-outs and a raised crosswalk (\$25,000); and San Jose Avenue Follow the Paving (\$250,900), which would construct a protected bike lane from Randall to Arlington Streets and other pedestrian crossing improvements at Randall and Dolores. **We are seeking a recommendation to allocate \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

We have received eight requests for a combined total of \$1,824,502 in Prop K funds to present to the Plans and Programs Committee at the March 17, 2015, meeting, for potential Board approval on March 24, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Great Highway Erosion Repair
- Signals and Signs
- Traffic Calming
- Prop K Bicycle Circulation/Safety
- Prop K Pedestrian Circulation/Safety

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from these categories

## DISCUSSION

The purpose of this memorandum is to present seven Prop K requests to the Plans and Programs

Committee and to seek a recommendation to allocate these funds, with conditions. Attachment 1 summarizes the seven requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest.

**Bicycle Safety Education Classes:** The \$72,000 request for the San Francisco Municipal Transportation Agency's (SFMTA) Bicycle Safety Education Classes project was held over by one month as directed by the Plans and Programs Committee. SFMTA staff will attend the March meeting to address questions raised by the Committee at the February meeting. SFMTA's current contractor for this work, the San Francisco Bicycle Coalition, has provided a summary of the Bicycle Safety Education Classes for 2014 (see Attachment 4). Questions asked by the Committee included how SFMTA reaches out to current cyclists who are not exhibiting safe cycling behavior to educate them about how to ride safely in San Francisco; the relative priority of using funds to reach new cyclists versus other bicycle education and outreach needs; and cost for the various types of classes.

## ALTERNATIVES

1. Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on the Bicycle Safety Education Classes project at its January 28 meeting and adopted a motion of support for the staff recommendation, with one member abstaining. The CAC was briefed on the other six requests included in this item at its February 25 meeting and adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

This action would allocate \$1,824,502 in Fiscal Year 2014/15 Prop K funds, with conditions, for seven requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 5) shows the recommended cash flow distribution schedules for the subject requests. Attachment 6 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

**RECOMMENDATION**

Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachment:

4. Bicycle Safety Education Program: Summary of 2014 Outreach and Successes



## **Bicycle Safety Education Program: Summary of 2014 Outreach & Successes**

**The San Francisco Bicycle Coalition is proud to be the leading resource for bicycle safety education in San Francisco.**

Every year, we reach tens of thousands of people with our street safety classes and resources. Through funding from the SFCTA and SFMTA, we are able to offer a variety of classes, including: Adult Learn to Ride, Traffic Skills 101 Classroom and On-road course, Intro to Urban Bicycling, Middle School PE courses and Freedom From Training Wheels. In 2014, over 1,500 youth and adults attended one of nearly 70 events to learn about the rules of the road, and how to safely bicycle on the streets of San Francisco. All of the bicycle safety classes are free and open to the public, welcoming for all skill levels.

We strive to provide this resource to residents all across the city; which is why we provide classes in diverse neighborhoods throughout the year. We partner with established community groups and community centers to host our classes, helping to reach a broad audience. One example of our collaborative approach is our work with the Bayview YMCA and POWER through our Community Bike Build program, which provided free bikes to low-income residents in the Bayview (funding for the bikes comes from a different, non-Prop K source).

The following is a list of Community Organizations we partnered with in 2014:

Bayview YMCA, POWER, PODER, Chinatown CDC, Catholic Charities Mission and 10th Housing, EAH Housing Buchanan Park Apartments, African American Arts and Culture Complex, Burton High School Bike Club, Magnet, Recology, Environmental Defense Fund, Honey Hive Gallery, Salvation Army, North of the Panhandle Neighborhood Association, The Women's Building, Harvey Milk Center, City of Dreams, Dolores Street Community Services and the Day Laborers Center, St. John's, SF Public Library, and SF Police District Stations.

We explicitly reach out to non-English populations with these bicycle safety opportunities. We have translated our education flyers and the Rules of the Road materials and safety materials into Chinese and Spanish, and schedule classes in both Cantonese and Spanish at centers that primarily serve these populations. Promotional materials in all languages are attached. We also host specialized classes that offer tailored information for older adults (50+); welcoming environments for women, transgendered and female-identified individuals; as well as LGBTQ-focused events.

Throughout the past year of the of the contract to date, the San Francisco Bicycle Coalition has educated in-person over 1,500 individuals about the rules of the road and how to bicycle safely, confidently, respectfully and legally. In addition, the SF Bicycle Coalition's website has a wealth of resources on bicycle law, safety and locking practices. In 2014, the SF Bicycle Coalition launched a Rules of the Road video in conjunction with funding from SF Department of the Environment and in 2015 plans to translate this content into several languages. This video can be viewed at: <http://www.sfbike.org/resources/bicycle-law/rules-of-the-road/>

The demand for bicycle safety courses continues to grow, both for the in-classroom and

on-road courses and we appreciate the partnership opportunity to help more people ride safely and responsibly in SF in order to help the City meet its goals of more clean, healthy, safe and affordable transportation options.

### Course Summary

All of the courses offered through the bicycle education program cover the following areas, as well as other safety priorities:

- California Vehicle Code including: Stopping at red lights and stop signs, not blocking the crosswalk, using lights and night and in the rain, and not riding on sidewalks if you are over the age of 13
- Safe turning around cars, large vehicles and blind spots
- Pedestrian right of way, respecting senior citizens and people with disabilities, as well as sharing the road safely and respectfully with other people walking and driving
- How to lock and secure a bicycle
- Choosing a comfortable and safe route when biking
- Integrating biking with transit options (Muni, Bart, Caltrain, etc)

The courses offered through the contract include: Intro to Urban Bicycling, Traffic Skills 101: Classroom and On-Road, Adult Learn to Ride, Freedom From Training Wheels, and Middle School PE.

### Summary of 2014 Attendance by Course

Course	No. of Classes	Total Attendees	Av. Attendees per Class
Intro to Urban Bicycling	24	417	17
Freedom From Training Wheels	9	312	35
Middle School PE	8	744	93
TS 101-1 Classroom	14	181	13
Traffic Skills 101-2 On-Road	6	62	10
Adult Learn to Ride	7	131	19
<b>Total</b>	<b>68</b>	<b>1,847</b>	n/a

### Testimonials from Participants

*"It's been super liberating to learn how to ride a bike. Not only is it great to accomplish something you didn't think you could, it makes me think about what other activities I could take up that I never thought possible before. Working my way up to biking on*

## Attachment 4.

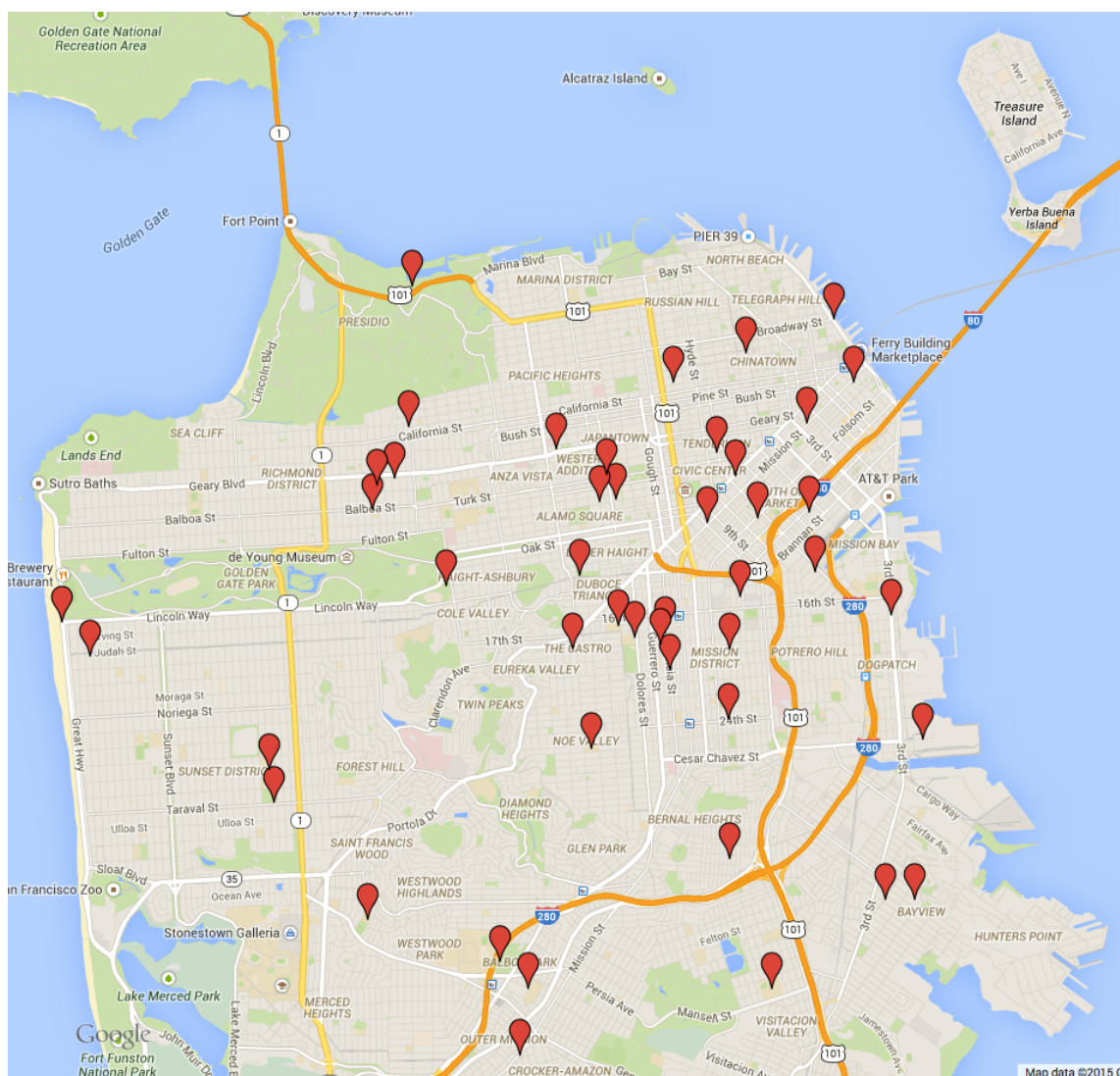
*busier roads, is something I didn't think I would ever do.* — Christopher Abreu, Adult Learn to Ride, Intro to Urban Bicycling, and Traffic Skills 101 participant

*"It still feels a little bit magical to me. The Adult Learn to Ride class was definitely a great way to start off. They got me pedaling in less than an hour, although I didn't always succeed at making turns. Nevertheless, I was very excited and ordered a bicycle the minute I got home."* — Ciaee Ching, Adult Learn to Ride Participant







































*"How we got to ride on the streets. I also liked how they taught us how to be safe while bike riding. The bike program was fun and I'd like to do it again next year."* — Student from Middle School PE class


*"Something that I learned from bike PE is that I learned the signals. Something else I learned is how to ride a bike. Also I learned how to go one-handed, do proper gears, check [the] bike properly and know the parts of the bike. I learned what yield means and I learned the fundamentals of riding a bike and biking."* — Student from Middle School PE class

## Map of 2014 Locations



Sample Outreach Materials

 <b>BICYCLE RULES OF THE ROAD</b> 	 <b>REGlamento de Tránsito para Bicicletas</b>	 <b>自行車道路安全規則</b> 
 <b>Pedestrians Have the Right of Way.</b> In the crosswalk or not, bike riders and drivers are required to yield to pedestrians. (CVC 21954.89)	 <b>Los peatones tienen el paso.</b> Fuera o dentro del paso de peatones, los ciclistas y los conductores deben ceder el paso a los peatones. (CVC 21954.89)	 <b>行人路享有先權。</b> 不論是否在斑馬線，從自行車和駕駛人士均須先讓行人。 (CVC 21954.89)
 <b>Stop Behind the Crosswalk.</b> Leave crosswalks free and clear for pedestrians. Always stop behind the line. (CVC 21960, 21489)	 <b>Detente detrás del paso de peatones.</b> Mantén el paso de peatones libre y despejado para los peatones. Siempre detente detrás de la línea. (CVC 21960, 21489)	 <b>停留在斑馬線的後面。</b> 保持斑馬線後方通行。 駕駛停車在斑馬線的後面。 (CVC 21960, 21489)
 <b>Mind the Signs and Lights.</b> Stop at stop signs and obey red lights, just like all other vehicles. (CVC 21200)	 <b>Pon atención a las señales y las luces.</b> Detente ante las señales de "Stop" y obedezca las luces rojas, como cualquier otro vehículo. (CVC 21200)	 <b>留意交通標誌和交通燈。</b> 和其他車輛一樣，遵守紅燈和停車標誌的規定停車。 (CVC 21200)
 <b>Stay on the Streets.</b> It is illegal to ride on the sidewalk if you are over the age of 13. (SF TRANSPORTATION CODE SEC. 7.2.12)	 <b>Transita por las calles.</b> Es legal andar en bicicleta en la banqueta si tienes más de 13 años. (CÓDIGO DE TRANSPORTE DE SF SEC. 7.2.12)	 <b>在馬路上騎車。</b> 如果你年滿十三歲，在行人道上騎車是合法的。(三藩市交通法第7.2.12條)
 <b>Go with the Flow.</b> Ride the same direction as traffic. Walk your bike on the sidewalk if traveling the other direction on a one-way street. (CVC 21662)	 <b>Sigue la corriente.</b> Sigue la misma dirección que el tráfico. Camina con tu bicicleta en la acera si debes ir en el sentido contrario en una calle de un solo sentido. (CVC 21662)	 <b>與汽車同一方向行車。</b> 與汽車同一方向行車，如果你在單程路上相反方向騎車，請在行人道上用手推單車前行。(CVC 21662)
 <b>Take the Lane.</b> If you're next to parked cars or you're riding in a narrow lane, you can take the lane and ride outside the door zone. (CVC 21302)	 <b>Usa los carriles de los autos.</b> Si te encuentras junto a automóviles estacionados o en un carril angosto y te sientes inseguro, usa los carriles para automóviles y buses, y aléjate de los vehículos con las puertas abiertas. (CVC 21302)	 <b>佔據行車道。</b> 無論你在停泊的汽車側邊或在窄道內騎車，如佔據全車道或令司機感到不安，你可以在車門外側外行車。(CVC 21302)
 <b>It's OK to Leave the Bike Lane.</b> If you feel safer outside the bike lane, you can ride in other vehicle travel lanes. Merge when safe and signal when changing lanes. (CVC 21268)	 <b>Se puede abandonar el carril para bicicletas.</b> Si te sientes más seguro fuera del carril para bicicletas, puedes utilizar los carriles para los demás vehículos. Incorporate al tránsito cuando sea seguro y señale cuando cambies de carril. (CVC 21268)	 <b>離開單車道是可以的。</b> 當你認為在單車道外行車較安全的話，你可以在其他車輛的行車道騎車，在安全前再進入該道，並在轉頭時打信號。(CVC 21268)
 <b>Light up the Night!</b> Reflectors and a front white light are required by law. We recommend you to use a rear light as well. (CVC 21209)	 <b>¡Ilumina la noche!</b> La ley exige el uso de reflectores y luces delanteras. Recomendamos también utilizar una luz trasera. (CVC 21209)	 <b>晚上亮燈。</b> 法規規定自行車需裝有反光燈和頭燈白燈。我們建議你同時裝有後燈。(CVC 21209)
 <b>Keep an Ear Clear.</b> Even when using hands-free devices, bike riders and drivers are required to keep one ear free of headphones. (CVC 21909)	 <b>Mantén un oído despejado.</b> Aun si utilizan dispositivos de manos libres, los ciclistas y los conductores deben llevar audífonos en un solo oído y mantener el otro oído despejado. (CVC 21909)	 <b>保持耳朵聽覺清楚沒有障礙。</b> 即使使用無手耳機，單車騎士和駕駛人士都只可戴有一隻耳可戴上耳機。(CVC 21909)
 <b>Be a Friend to Disabled Neighbors.</b> Paratransit vehicles (including taxis) may have to enter bikeways to pick-up or drop off passengers. Be a good neighbor and give them room. (SFMTA POLICY)	 <b>Se amable con los vecinos discapacitados.</b> Los transportes para discapacitados a veces necesitan ingresar a las ciclovías para que los pasajeros puedan subir o descender. Sé un buen vecino y déjales lugar. (POLÍTICA DE LA SFMTA)	 <b>帶點慈悲心。</b> 有些殘障人士需要乘搭的士或計程車，可能需進入單車道讓他們上下車。請留一個好鄰居，禮讓他們。(SFMTA 政策)
 Learn more about the San Francisco Bicycle Coalition's extensive street safety and education work at: <b>sfbike.org/safety</b>	 Para saber más sobre lo que la Coalición de Bicicletas de San Francisco está haciendo para mejorar la seguridad en las calles de San Francisco, visita: <b>sfbike.org/safety</b>	 請前往三藩市單車聯盟的網頁，了解更多單車及三藩市街道安全的工作： <b>SFBIKE.ORG/SAFETY</b>





## 免費城市騎自行車講習會

三藩市自行車聯盟主持一系列的免費騎自行車教育班，幫助人們(年齡14+)在市內騎車感到安全、自在、和有信心。

- 安全騎車入門：在三藩市騎自行車的一小時課程
- 交能技能101：安全騎車能力和技術的四小時課程
- 路上騎車入門：練習在市內街道騎車的操縱能力
- 學習騎車成人班：個別教導如何平衡、轉彎、和踏車

請上網 [sfbike.org/edu](http://sfbike.org/edu) 登記

HOSTED BY:  **BICYCLE COALITION** [sfbike.org](http://sfbike.org)

SPONSORED BY:  **SFMTA** | Municipal Transportation Agency



## 免費家庭騎自行車班


加入我們任何或所有合共四課的家庭騎車班

- 第一課：懷孕時騎自行車
- 第二課：和你的嬰孩或幼兒騎車
- 第三課：騎自行車載你孩子上學
- 第四課：無輔助輪下自由騎車

請看看我們精編的新版家庭騎車指南—這是一本全面和免費的說明手冊，適合任何家庭騎車階段使用。

請在網頁 [sfbike.org/family](http://sfbike.org/family) 下載指南

 **BICYCLE COALITION** [sfbike.org](http://sfbike.org)





## Talleres Gratuitos de Ciclismo en la Ciudad

Una serie de clases educativas gratuitas para andar en bicicleta que ofrece la Coalición de Bicicletas de San Francisco para ayudar a que las personas (mayores de 14 años) se sientan protegidas, cómodas y seguras cuando andan en bicicleta en la ciudad.

- Introducción al uso seguro de la bicicleta:** Cursos de una hora para aprender a andar en bicicleta en San Francisco
- Conocimientos básicos para manejarse en el tránsito:** Curso de cuatro horas sobre conocimientos y técnicas para andar seguro en bicicleta
- Maniobras elementales para la calle:** Practique las maniobras necesarias para andar en bicicleta en la calle
- Aprenda a andar en bicicleta, para adultos:** Instrucción personalizada sobre cómo mantener el equilibrio, doblar y pedalear

Inscríbese en [sfbike.org/edu](http://sfbike.org/edu)

HOSTED BY:  **BICYCLE COALITION** [sfbike.org](http://sfbike.org)

SPONSORED BY:  **SFMTA** | Municipal Transportation Agency



## Clases Gratuitas de Ciclismo en Familia

Únase a cualquiera de las cuatro partes o a todo nuestro programa de ciclismo en familia.

- Parte 1: Andar en bicicleta estando embarazada
- Parte 2: Andar en bicicleta con su bebé o niño pequeño
- Parte 3: Llevar a su niño a la escuela en bicicleta
- Parte 4: Cómo liberarse de las ruedas de apoyo

Consulte nuestra sensacional nueva "Guía Para Andar en Bicicleta en Familia," un manual completo y gratuito para todas las etapas del andar en bicicleta en familia.

Inscríbese en [sfbike.org/family](http://sfbike.org/family)  
 Descargue la guía en [sfbike.org/family](http://sfbike.org/family)

 **BICYCLE COALITION** [sfbike.org](http://sfbike.org)

RESOLUTION ADOPTING THE PHASE 1 REPORT OF THE SAN FRANCISCO  
FREEWAY CORRIDOR MANAGEMENT STUDY

WHEREAS, The 2013 San Francisco Transportation Plan (SFTP) identified the need for a freeway corridor management strategy to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors; and

WHEREAS, The San Francisco Freeway Corridor Management Study (FCMS) will be a performance-based assessment of strategies to meet those broad goals in the near- and medium-terms; and

WHEREAS, The purpose of the FCMS is to recommend a set of managed lanes and complementary strategies for the existing US-101 and I-280 corridors in San Francisco that will help the City achieve its economic competitiveness, environmental and social and equity goals, through a performance-based analysis and stakeholder consultation; and

WHEREAS, In 2014, California Department of Transportation (Caltrans) awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority in the amount of \$300,000 to conduct the FCMS; and

WHEREAS, In September 2014, the Transportation Authority approved Resolution 15-09, appropriating \$300,000 in Prop K sales tax funds to serve as local match for the Caltrans grant; and

WHEREAS, The FCMS has two phases, and Phase 1 sets the foundation for the technical analysis in Phase 2; and

WHEREAS, Phase 1 proposes a goals-based evaluation framework for the subsequent technical analysis, and identifies the range of potential freeway management strategies to be analyzed; and

WHEREAS, Phase 2 will be the performance-based technical analysis of strategies, and will



produce a recommended freeway corridor management strategy and implementation plan; and

Whereas, On February 25, 2015, the Transportation Authority's Citizens Advisory Committee was briefed on the Phase 1 Report and adopted a motion of support for its adoption; and

WHEREAS, On March 17, 2015, the Plans and Programs Committee was briefed on the subject report and unanimously recommend approval of the Phase 1 Report; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached San Francisco Freeway Corridor Management Study Phase 1 Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Attachment:

1. San Francisco Freeway Corridor Management Study Phase 1 Report

## Attachment 1

### San Francisco Freeway Corridor Management Study (FCMS) – Phase 1 Report

This Report summarizes the study's purpose and institutional setting; proposes a framework of Goals and Objectives for freeway corridor management; and identifies a range of strategies for performance-based assessment in Phase 2.



March 11, 2015



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## 1 Executive Summary

The 2013 San Francisco Transportation Plan (SFTP) identified San Francisco's need for a Freeway Corridor Management Study (FCMS) to raise the performance of the current freeway system and manage expected future growth in travel along the city's US-101 and I-280 freeway corridors<sup>1</sup>. The study approach is designed to help San Francisco move closer towards its livability, economic, and environmental goals in an equitable manner.

The San Francisco Freeway Corridor Management Study is divided into two phases. Phase 1, captured in this document, sets the foundation for the study need and purpose, proposes a goals-based performance framework and an approach for public involvement, and identifies a range of freeway corridor management strategies to consider in Phase 2. These components are developed based on a review of existing relevant studies, the current institutional framework and regional experience in the Bay Area and beyond. Phase 2 of the study will build off the vision framed in this document, and carry out a performance-based evaluation of the existing freeway system in order to identify the set of freeway management strategies and project alternatives that best meet San Francisco's goals.

### Relevant Studies

Several efforts are currently underway at the regional and state levels that will shape conditions along San Francisco's freeway corridors. Among these are managed lanes studies and projects being led by neighboring San Mateo and Santa Clara Counties considering High Occupancy Vehicle (HOV) and Managed Lanes, as well as studies such as the Bay Area Managed Lanes Implementation Plan (MLIP) led by the Metropolitan Transportation Commission (MTC) and the update to the Statewide Managed Lanes Master Plan led by the California Department of Transportation (Caltrans). These efforts are summarized in Appendix A-3. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts.

In addition, FCMS will build off existing corridor and non-corridor specific planning studies. Appendices A-1 and A-2 summarize these efforts, respectively, as well as the freeway corridor planning needs and strategies identified in them which support the need for the current FCMS effort.

### Study Need and Purpose.

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<sup>1</sup> Freeway Corridors are defined to include the freeway mainline, on- and off-ramps, interchanges, parallel and immediately adjacent arterials that can serve as a route alternative to the mainline, and parallel regional transit systems including Caltrain, BART and regional bus services.



The 2013 San Francisco Transportation Plan (SFTP) found that the greatest increases in vehicle travel by 2040 are projected to be to and from the Peninsula and South Bay. Expected vehicle travel in the Bay Bridge corridor was also very significant. As a result, the SFTP recommended the need for better management of existing freeway space either through high-occupancy vehicle lanes or other strategies in order to meet the city's goals for the future.

The purpose of the SF FCMS is to recommend a set of managed lanes and complementary strategies for the existing US-101 and I-280 corridors in San Francisco that will help the city achieve its economic competitiveness, environmental and social and equity goals, through a performance-based analysis and stakeholder consultation.

The study should identify strategies that will meet the need to:

- Improve the ability of these corridors to move people and goods safely and reliably;
- Manage demand for travel on these freeway corridors sustainably and
- Support balanced local street and freeway operations.

The strategy recommended in the SF FCMS will provide San Francisco's input into related regional and state freeway corridor management efforts.

### Goals Framework

The six goals of the FCMS are consistent with broader countywide goals identified in the 2013 SFTP. These goals are supported by an underlying set of objectives, which are outlined below in Table ES-1:

**Table ES-1: San Francisco Freeway Corridor Management Study Goals and Objectives**

	Goal	Objectives	
1	Improve San Francisco freeway corridors' ability to move people (person throughput) to support economic competitiveness and accommodate existing and new residents and workers.	1.1	Improve freeway corridor productivity, utilization and efficiency.
		1.2	Increase vehicle occupancy levels.
		1.3	Reduce recurring delays on freeway corridors.
2	Improve <b>Trip Reliability</b> for all freeway corridor users & modes	2.1	Improve travel time predictability on freeway corridors.
		2.2	Reduce non-recurrent delay due to incidents on freeway corridors.
3	Improve <b>Travel Mode Choices</b> for trips on freeway corridors that start or end in San Francisco.	3.1	Increase transit competitiveness with the automobile in freeway corridors.
		3.2	Provide better traveler information.



**Table ES-1: San Francisco Freeway Corridor Management Study Goals and Objectives**

	Goal	Objectives	
4	Support <b>Coordinated and Integrated</b> strategies and plans <b>across Jurisdictional Boundaries</b> , including Caltrans, MTC, and adjacent Counties.	4.1	Integrate and coordinate FCMS recommendations with other San Francisco citywide transportation operations and demand management strategies.
		4.2	Coordinate San Francisco FCMS recommendations with the plans and projects of neighboring Counties, the Region and Caltrans.
5	Reduce per person freeway corridor traveler emissions	5.1	Reduce vehicle tripmaking through increased occupancy, mode shift, and other means.
		5.2	Reduce average per person GHG emissions in the corridor
6	Ensure safe, equitable, and balanced local arterial and freeway operations, while minimizing traffic impacts on neighborhoods.	6.1	Mitigate the impacts of through-trips on local San Francisco streets
		6.2	Ensure equitable access and avoid disparities in distribution of benefits/impacts

### Potential Strategies

To help achieve the goals and objectives laid out in this first phase, a set of potential freeway corridor management strategies is identified and prioritized. Starting from a broad framework<sup>2</sup> that includes transit-based improvements and Travel Demand Management (TDM), the vision identified Managed Lanes strategies and supporting Automated Traffic Management Systems (ATMS) as the set that will be developed further in Phase 2 of FCMS.

Managed Lanes strategies seek to use freeway lane space more efficiently to accommodate more travelers and include Ramp Metering, Dynamic Lane Use Control, and High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lane conversion. Between 1975 and 1989, Caltrans operated an HOV lane on southbound I-280 between 6<sup>th</sup> Street and the Alemany interchange with US-101. Following the Loma Prieta earthquake, which damaged and closed many freeway segments, Caltrans returned the HOV lane to mixed flow. A re-evaluation of this HOV facility, as well as the other types of managed lanes strategies, will be evaluated in the FCMS. Table ES-2 below maps these

<sup>2</sup> This Framework is based on the “Four T’s” framework of the Federal Highway Administration (FHWA)’s Urban Partnership Program. The Urban Partnership Program sought to implement a comprehensive policy response to urban congestion that would include strategies from each of the “four Ts:” tolling, transit services, telecommuting, and technology. Source: [http://www.ops.fhwa.dot.gov/congestionpricing/urb\\_partner\\_agree.htm](http://www.ops.fhwa.dot.gov/congestionpricing/urb_partner_agree.htm)



potential strategies to how they relate at a high level to each of the six goals set out for the study.

**Table ES-2: Improve the Efficiency of Existing Infrastructure: Managed Lanes**

San Francisco Freeway Corridor Management Study Potential Strategies for Meeting Project Goals						
Strategy	1	2	3	4	5	6
	Move More People	Improved Trip Reliability	Improve Travel Mode Choices	Coordinate Plans Across Jurisdictions	Reduce Per Person Emissions	Minimize Through-Traffic Impacts
<b>Improve the Efficiency of Existing Infrastructure: Managed Lanes</b>						
Ramp Metering	O	O	O	O		O
Adaptive Ramp Metering (ARM)	O	O	O	O		O
Dynamic Lane Use Control, including Merge / Shoulder	O	O				
Exclusive or Special Use Lanes	O	O				
High Occupancy Vehicle (HOV) Conversion	O	O	O		O	
High Occupancy Toll (HOT) / Express Lane Conversion	O	O	O	O	O	

Source: Stantec, 2014.

In addition to Managed Lanes strategies, other supportive strategies within the ATMS category, also referred to as "Intelligent Transportation Systems (ITS), will also be considered in Phase 2. This set of strategies deploys technology and information to improve the efficiency and safety of roadway operations while giving real-time guidance to travelers. Table ES-3 below summarizes these potential complementary strategies and maps them to the goals of the FCMS at a high level.

**Table ES-3: Improve Efficiency of Existing Infrastructure: Advanced Traffic Management Strategies**

San Francisco Freeway Corridor Management Study Potential Strategies for Meeting Project Goals						
Strategy	1	2	3	4	5	6



	Move More People	Improved Trip Reliability	Improve Travel Mode Choices	Coordinate Plans Across Jurisdictions	Reduce Per Person Emissions	Minimize Through-Traffic Impacts
<b>Improve the Efficiency of Existing Infrastructure: Advanced Traffic Management Systems</b>						
Incident Management	O	O		O		O
Inter-Agency Information Sharing	O	O	O	O		
Road Weather Management		O	O			
Comparative Travel Time Displays	O	O	O		O	
Advanced Traveler Information System (ATIS)	O	O	O	O	O	
Automated Itinerary Planners (AIP)	O	O	O		O	
Event Response	O	O				O
Queue Warning	O	O				
Traffic Signal Coordination	O	O		O		O
Adaptive Traffic Signal Control	O	O		O		O
Dynamic Speed Limits	O	O				
Source: Stantec, 2014.						

### Existing Institutional Setting

This first phase of the FCMS framed the potential strategies within the existing institutional setting in order to identify the requirements for implementation. Each potential freeway corridor management strategy was mapped to a set of institutional (lead agency, coordination) requirements, funding sources, and current policy setting, to inform both the interagency coordination approach outlined below, as well as the selection of alternatives in Phase 2. The existing institutional setting is presented in Appendix A-5.

### Public Involvement and Interagency Coordination

Finally, a public involvement and interagency coordination approach is outlined to engage key stakeholders from all sectors, including partner local, regional, state and federal agencies, private employers and the general public. Phase 2 of the FCMS will



build off both the lessons learned from previous planning efforts and regional experience, as well as consultations with the public stakeholders identified in this document, to develop its public involvement approach and interagency coordination mechanisms.

## **FCMS Phase 2**

Phase 2 of this effort will conduct a performance-based evaluation of alternative freeway management strategies against the proposed goals and objectives of the study. Phase 2 will ultimately identify the preferred freeway corridor management strategy for San Francisco to pursue, in order to help meet the city's broader livability, environmental, and economic goals in an equitable manner.



## 2 Introduction

The 2013 San Francisco Transportation Plan identified San Francisco's need for a Freeway Corridor Management Study (FCMS) to raise the performance of the current freeway system and manage expected future growth in travel along the city's US-101 and I-280 freeway corridors.<sup>3</sup> The study approach is designed to help San Francisco move closer towards its livability, economic, and environmental goals in an equitable manner.

In addition to existing mobility and livability conditions that warrant improvement, San Francisco's US-101 and I-280 freeway corridors are forecast to face among the highest growth in demand for travel between now and 2040. San Mateo and Santa Clara Counties are developing and implementing management strategies along these corridors, and the state and region are revising freeway management plans for California and for the Bay Area, respectively. The SF FCMS will be a performance-based evaluation of a range of freeway corridor management strategies, from signage and striping to high-occupancy vehicle (HOV) or Express Lanes. The FCMS will involve collaboration and partnership with stakeholder agencies also active in freeway corridor management, including California Department of Transportation (Caltrans), the Metropolitan Transportation Commission and its sister agencies, San Mateo and Santa Clara Counties, and the SFMTA. The recommendations of the FCMS will inform the updates to Plan Bay Area, the region's Express Lane Implementation Plan, and the Statewide Managed Lanes Master Plan.

The FCMS encompasses two phases; Phase 1 of the FCMS:

- Sets the foundation for the study need and purpose;
- Proposes a goals-based performance framework;
- Describes the regional freeway corridor management context in which San Francisco undertakes this effort; and
- Identifies a range of freeway corridor management strategies to consider in Phase 2.

Phase 1 includes consultation with agency stakeholders in the development of the goals and objectives and the identification of strategies.

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<sup>3</sup> Freeway Corridors are defined to include the freeway mainline, on- and off-ramps, interchanges, parallel and immediately adjacent arterials that can serve as a route alternative to the mainline, and parallel regional transit systems including Caltrain, BART and regional bus services.



Phase 2 of the study will build off the vision framed in this document, and carry out a performance-based evaluation of the existing freeway system in order to identify the set of freeway management strategies and project alternatives that best meet San Francisco's goals.

### 3 Freeway Corridor Management Study Purpose and Need

A Purpose and Need Statement provides background and describes a shared understanding of the transportation problem to be solved. Caltrans requires that any undertaking on the state highway system be supported by a Purpose and Need Statement. A formal Purpose and Need Statement for San Francisco's freeway corridor management study will be developed in Phase 2. This section provides supportive background to the study need which guides the development of the study's purpose as reflected through the Goals and Objectives framework in the next section.

The purpose of the SF FCMS is to recommend a set of managed lanes and complementary strategies for the existing US-101 and I-280 corridors in San Francisco that will help the city achieve its economic competitiveness, environmental and social and equity goals, through a performance-based analysis and stakeholder consultation. The study should identify strategies that will meet the need to:

- Improve the ability of these corridors to move people and goods safely and reliably;
- Manage demand for travel on these freeway corridors sustainably and
- Support balanced local street and freeway operations.

The strategy recommended in the SF FCMS will provide San Francisco's input into related regional and state freeway corridor management efforts.

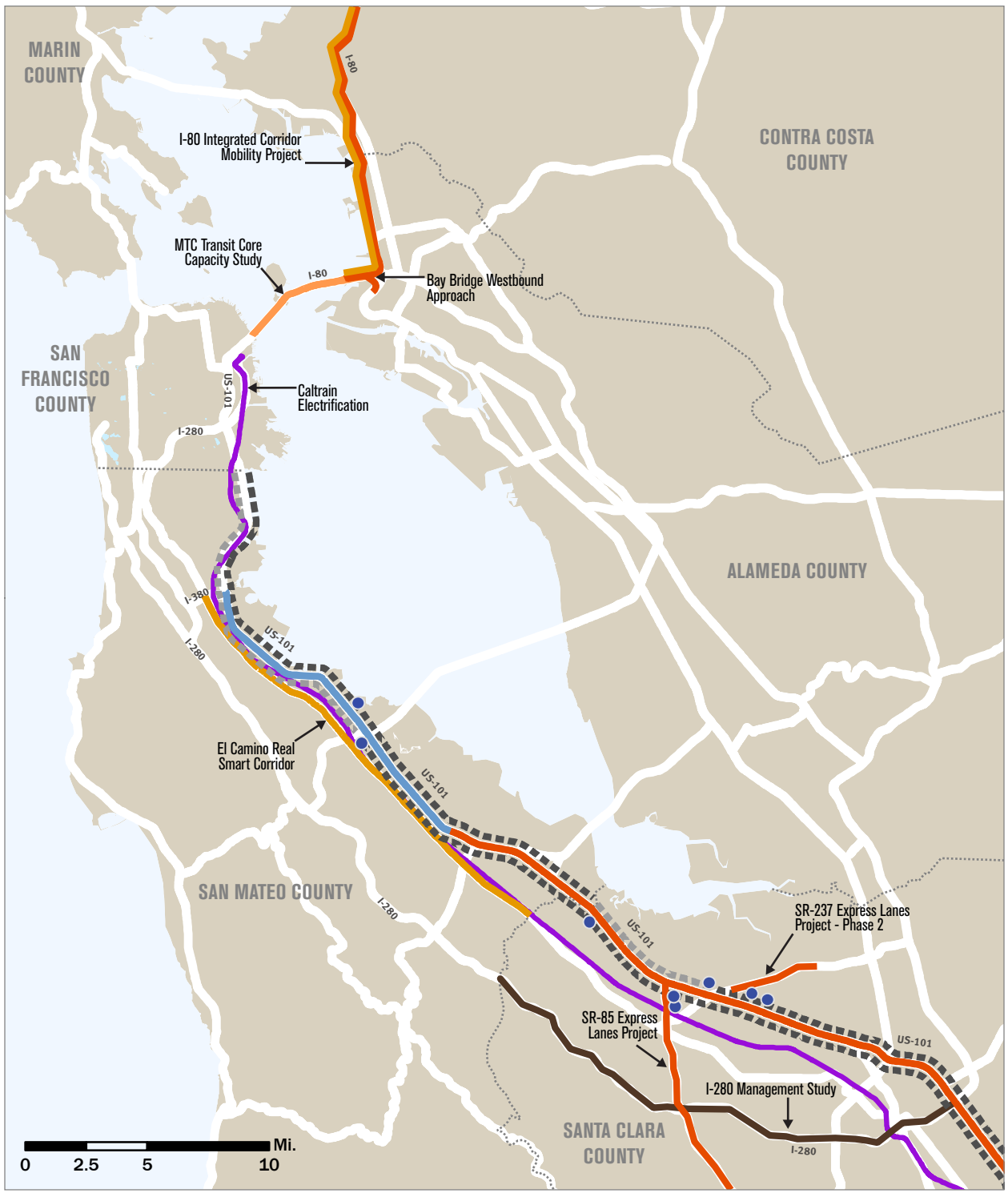
#### 3.1 Demand for Travel on San Francisco's Freeway Corridors

As described in the SFTP, San Francisco is planning to add over 100,000 new residents and nearly 200,000 new jobs by 2040. Eighty percent of these new residents and sixty percent of new jobs are expected to be in San Francisco's designated Priority Development Areas (PDAs) which encompass the downtown core and the US-101 and I-280 corridors. The SFTP projected that the greatest increases in vehicle travel between today and 2040 are expected to be between downtown and eastern neighborhood PDAs and the Peninsula / South Bay along the US-101 and I-280 corridors. Specifically, vehicle trips are expected to double between San Francisco's downtown core and the South Bay by 2040.

Even without the growth in demand for travel, the mobility and livability conditions along US-101 and I-280 corridors warrant improvement. These two facilities currently carry 300,000 vehicles per day and serve as the Peninsula's main regional transit corridors for



Figure X: Related Regional Projects



Existing and planned regional projects related to San Francisco's I-80, US-101, and I-280 corridors

- Park-and-Ride Lot
- Conversion of Existing HOV to Express Lane
- Planned HOV Lane
- Planned Ramp Metering
- Existing Ramp Metering
- ITS/SMART Corridors
- MTC Transit Core Capacity Study
- I-280 Management Study
- Caltrain Electrification

Figure X: Related Local Projects and Concepts



Existing and planned local projects related to San Francisco's I-80, US-101, and I-280 corridors.

- 9 San Bruno Rapid Project
- Caltrain Electrification
- MTC Transit Core Capacity Study
- Ramp Reconfigurations
- Ramp-Related Multimodal Improvements
- Congestion Pricing



SamTrans, Muni, and privately operated express bus services. Increases in congestion and transit crowding could significantly reduce San Francisco's economic competitiveness, livability, and environmental quality.

### 3.2 Regionwide Freeway Corridor Management Efforts

San Francisco initiates its first Freeway Corridor Management Study in a region with some existing freeway management tools already in place. In addition, other agencies continue to further develop freeway management approaches in corridors relevant to San Francisco. These efforts are opportunities to coordinate freeway management approaches across jurisdictions, and to advance San Francisco's freeway management priorities at the regional level. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts. Map 1 depicts existing and planned related freeway corridor management projects and programs along the US-101 and I-280 corridors (Map 2 depicts local projects with a relevance to freeway corridor management in San Francisco), including:

- Planned conversion of an existing High Occupancy Vehicle (HOV) lane in Santa Clara County into Express Lanes. This project is led by the Valley Transportation Authority (VTA).
- Planned implementation of an HOV lane in San Mateo County from Whipple Av. to I-380. The San Mateo City and County Association of Governments (C/CAG) has initiated a Project Study Report for this project. In parallel, the Metropolitan Transportation Commission (MTC) is completing a feasibility study of other managed lanes alternatives for this stretch of US-101, in partnership with C/CAG.
- The San Mateo C/CAG is also leading the design effort for the Highway 82 / El Camino Real "SMART" corridor, which will extend parallel to US-101 from the Santa Clara County line to I-380. The vision for the project is to actively manage the operations of this arterial which serves as an alternative to US-101.

In addition to complementing the freeway corridor treatments in Santa Clara and San Mateo, the FCMS is intended to build on previous work including Caltrans' US-101 Corridor System Management Plan and the I-280 Transportation Concept Report. The SF FCMS recognizes that between 1975 and 1989, Caltrans operated an HOV lane on southbound I-280 between 6<sup>th</sup> Street and the Alemany interchange with US-101. Following the Loma Prieta earthquake, which damaged and closed many freeway segments, Caltrans returned the HOV lane to mixed flow. The SF-FCMS will re-consider and evaluate HOV on



280 and/or US-101 within in the context of today's and currently projected travel demand.

Not shown on the map are several planning and policymaking efforts that will update the state and regional frameworks for freeway corridor management. In January 2015, California's State Transportation Agency issued a White Paper titled "Tolling and Pricing for Congestion Management and Transportation Infrastructure Financing," with recommendations on the use of tolling to manage congestion and fund transportation infrastructure. The Paper called for new legislation that would provide for tolling for mobility management, not just financing. Caltrans has initiated California's first Statewide Managed Lanes Master Plan, which will integrate the management strategies of individual regions. Lastly at the state level, Caltrans is revising Deputy Directive 43 related to managed lanes. This policy statement guides Caltrans officials when managed lanes treatments are considered for state highways.

In the Bay Area, the Bay Area Infrastructure Financing Authority (BAIFA) – a Joint Powers Authority of the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) – is commencing the Managed Implementation Plan (MLIP) for the Bay Area region. BAIFA's governing Board is composed of an MTC and BATA Chair plus Commissioners from Alameda, Contra Costa, and Solano Counties, plus a non-voting representative of the State Business, Transportation, and Housing Agency. The MLIP updates the existing 290 mile network of HOV and Express Lanes throughout the Bay Area. The most recent adopted Bay Area Express Lane Network consists of 550-miles, 270-miles of which will be operated by BAIFA. Other express lanes in Alameda and Santa Clara Counties are operated by the Sunol Smart Carpool Lane Joint Powers Authority and the VTA, respectively.

The FCMS will identify recommendations for consideration by the Bay Area's MLIP and Statewide Managed Lanes Master Plan.

## 4 Goals and Objectives

### 4.1 Review of Planning Studies and Preliminary Needs Assessment

This section summarizes a review of relevant plans, studies, and projects for the purpose of understanding the existing and planned transportation system and institutional "context" with which the corridor management strategies must integrate and complement. The review will inform, through the sections in this document, the need and purpose statement to be further developed in Phase 2 of this study.

The following key findings have been extracted from review of the planning studies:



- San Francisco should manage the demand for and performance of its freeway corridors without expanding the footprint of freeway infrastructure.
- Transportation improvement strategies should focus on managing congestion rather than trying to eliminate it.
- Planning studies identify a need for implementing a freeway corridor management plan and identify specific strategies to support a managed corridor including the use of ITS operational strategies, demand management, and eventual lane management.

Review of recent planning studies advances Phase 2 of the FCMS by serving as a resource identifying the needs of the major corridors accessing San Francisco's downtown core; supporting an emphasis on multimodal congestion management; and identifying potentially effective strategies. The planning studies referenced in this section are summarized in **Appendices A-1, A-2, and A-3**. The summaries distill each study's findings regarding 'needs' in the FCMS study corridor and summarize each study's recommended strategies that address the needs.

## 4.2 Development of Goals and Objectives

This section proposes goals and associated objectives to describe what the FCMS seeks to achieve. In Phase 2, these Goals and Objectives will form the basis for performance metrics to evaluate the effectiveness of potential strategies.

The six goals of the FCMS are consistent with broader countywide goals identified in the 2013 SFTP:

- Economic Competitiveness-
- Livability
- Healthy Environment
- World Class Infrastructure

Extending these broad Goals to the freeway corridor management context, the FCMS would strive to attain the following:

- Improve San Francisco freeway corridors' ability to move people (person throughput) to support economic competitiveness and accommodate existing and new residents and workers.
- Improve trip reliability for all freeway corridor uses and modes.
- Improve travel mode choices for trips on freeway corridors that start or end in San Francisco.



- Support coordinated and integrated strategies and plans across jurisdictions, including Caltrans, MTC, and adjacent Counties
- Reduce per-person freeway corridor emissions.
- Ensure safe, equitable access, and balance local arterial and freeway operations while minimizing through-traffic impacts on neighborhoods.

The above goals will serve as guiding principles for assessing strategies and freeway corridor management scenarios in Phase 2 of the FCMS, but need measurable objectives that serve as indicators that goals are being met. **Table 1** lists the goals and their associated objectives.

**Table 4: San Francisco Freeway Corridor Management Study Goals and Objectives**

	Goal	Objectives	
1	Improve San Francisco freeway corridors' ability to move people (person throughput) to support economic competitiveness and accommodate existing and new residents and workers.	1.1	Improve freeway corridor productivity, utilization and efficiency.
		1.2	Increase vehicle occupancy levels.
		1.3	Reduce recurring delays on freeway corridors.
2	Improve <b>Trip Reliability</b> for all freeway corridor users & modes	2.1	Improve travel time predictability on freeway corridors.
		2.2	Reduce non-recurrent delay due to incidents on freeway corridors.
3	Improve <b>Travel Mode Choices</b> for trips on freeway corridors that start or end in San Francisco.	3.1	Increase transit competitiveness with the automobile in freeway corridors.
		3.2	Provide better traveler information.
4	Support <b>Coordinated and Integrated</b> strategies and plans <b>across Jurisdictional Boundaries</b> , including Caltrans, MTC, and adjacent Counties.	4.1	Integrate and coordinate FCMS recommendations with other San Francisco citywide transportation operations and demand management strategies.
		4.2	Coordinate San Francisco FCMS recommendations with the plans and projects of neighboring Counties, the Region and Caltrans.
5	Reduce per-person freeway corridor emissions	5.1	Reduce vehicle tripmaking through increased occupancy, mode shift, and other means.
		5.2	Reduce average per person GHG emissions on freeway corridors



**Table 4: San Francisco Freeway Corridor Management Study Goals and Objectives**

	Goal	Objectives	
6	Ensure safe, equitable, and balanced local arterial and freeway operations, while minimizing traffic impacts on neighborhoods.	6.1	Mitigate the impacts of through-trips on local San Francisco streets
		6.2	Ensure equitable access and avoid disparities in distribution of benefits/impacts

## 5 Potential Freeway Corridor Management Strategies

Managing demand along San Francisco’s freeway corridors will require a package of strategies, each with a different role in managing demand. Some travel demand could be accommodated on transit alternatives; other demand could be reduced or redirected. The last two categories of strategies both seek to use existing infrastructure more efficiently – serving more travel with the same amount of space. The approaches to managing freeway corridor demand could be classified as:

- **Accommodate demand on transit alternatives:** provide, expand, and/or improve the competitiveness of transit alternatives in the corridor to reduce demand for freeway driving.
- **Reduce or redirect demand** through Transportation Demand Management (TDM) strategies that encourage changes in travel behavior, such as employer-based incentives to not drive, services to bridge “first/last mile” travel gaps, and more.
- **Improve the efficiency of existing infrastructure using Advanced Traffic Management Systems.** These strategies deploy technology and information to improve the efficiency of roadway operations to accommodate more travelers. The strategies in this category are often called “Advanced Traffic Management Strategies (ATMS)” or “Intelligent Transportation Systems (ITS).”
- **Improve the efficiency of existing infrastructure using Managed Lanes.** These strategies seek to use freeway lane space more efficiently to accommodate more travelers. The strategies in this category are typically called “managed lanes.”

These categories mirror a framework for transportation systems management strategies used by the Federal Highway Administration (FHWA) in recommending Urban Partnership Agreement (UPA) and Congestion Reduction Demonstration (CRD) grant awards.<sup>4</sup> The

<sup>4</sup> The FHWA Framework is called the “Four T’s.”



categories are somewhat fluid and serve more as a framework for thinking about different approaches to freeway corridor management. In addition, most of the strategies in each category are complementary. The 2013 SFTP recommends implementing an array of strategies for meeting San Francisco's countywide transportation system goals; similarly, effective freeway corridor management will likely require an array of strategies, each with a somewhat different role in addressing demand.

The first two types of strategies – providing transit alternatives and TDM – are already being implemented in San Francisco. The second two types of strategies are not currently deployed in San Francisco. For that reason, the performance-based analysis in FCMS Phase 2 will focus on understanding the potential benefits and requirements of strategies in these latter two categories.

### 5.1 Accommodate Demand on Transit Alternatives

The US-101 corridor is currently served by transit alternatives, including Caltrain along the Peninsula from Santa Clara County to SOMA; BART between San Francisco and San Mateo County; and the T-Third Muni light rail line and Muni express bus services such as the 9-San Bruno within San Francisco. Expanding transit capacity and service is one element of serving the demand for travel along the US-101 and I-280 freeway corridors. A list of example strategies and their relationship to FCMS Goals is provided in **Appendix A-4**.

San Francisco is working with corridor stakeholder agencies to advance many of these example strategies. Caltrain electrification and Downtown Extension to the rebuilt Transbay Terminal is underway, and will provide some increased capacity and better connectivity for serving Peninsula corridor trips on transit. Muni bus routes that serve the 280 and 101 corridors within San Francisco, including the 8X Bayshore Express and related routes and the 9R San Bruno Rapid, are planned for transit priority treatments as part of the SFMTA Muni Forward project.

The SF FCMS will reflect the benefits that these and other planned transit improvement projects will make towards accommodating freeway corridor demand. In addition, the SF FCMS will identify the extent to which additional transit capacity or performance upgrades could aid in managing freeway corridor travel demand.

### 5.2 Reduce or Redirect Demand Through Transportation Demand Management (TDM)

The strategies in this category seek to reduce demand for travel or change the travel behavior of individuals, such as shifting time of travel from peak periods to off-peak





periods, changing mode of travel, or reducing the need to travel. A list of example strategies and their relationship to FCMS Goals is provided in **Appendix A-4**.

San Francisco is working with corridor stakeholder agencies to advance many of these example strategies. The San Francisco TDM Partnership Project, completed 2014, included a comprehensive review of TDM efforts in the city and pilot implementation of potential new TDM programs, in collaboration with private employers. The TDM Partnership Project provides a roadmap for the continued evolution of TDM throughout San Francisco.

Other agencies along the US-101 and I-280 corridors are considering new TDM programs as well. For instance, the Santa Clara Valley Transportation Authority (VTA) is initiating a project to design and pilot an “on demand” or subscription-based transportation service to pair with fixed-route transit in serving “last mile” travel needs.

The SF FCMS will reflect the benefits that these and other planned TMD programs will make towards accommodating freeway corridor demand. In addition, the SF FCMS will identify the extent to which additional or expanded TDM programs could aid in managing freeway corridor travel demand.

### 5.3 Improve the Efficiency of Existing Infrastructure: Advanced Traffic Management Systems

The strategies in this category deploy technology or information to improve the efficiency of freeway and arterial operations; they are often called “Advanced Traffic Management Systems (ATMS)” or “Intelligent Transportation Systems (ITS).” **Table 2** presents the applicable ITS operational strategies grouped into informational strategies and responsive strategies. These strategies typically provide the ability to manage the operations of freeways or arterials in real-time. Each strategy also typically targets a different source of congestion (see text box).

**Table 2: Improve Efficiency of Existing Infrastructure: Advanced Traffic Management Strategies**

San Francisco Freeway Corridor Management Study Potential Strategies for Meeting Project Goals						
	1	2	3	4	5	6
Strategy	Move More People	Improve Trip Reliability	Improve Travel Mode Choices	Coordinate Plans Across Jurisdictions	Reduce Per Person Emissions	Minimize Through-Traffic Impacts



Improve the Efficiency of Existing Infrastructure: Advanced Traffic Management Systems						
Incident Management	O	O		O		O
Inter-Agency Information Sharing	O	O	O	O		
Road Weather Management		O	O			
Comparative Travel Time Displays	O	O	O		O	
Advanced Traveler Information System (ATIS)	O	O	O	O	O	
Automated Itinerary Planners (AIP)	O	O	O		O	
Event Response	O	O				O
Queue Warning	O	O				
Traffic Signal Coordination	O	O		O		O
Adaptive Traffic Signal Control	O	O		O		O
Dynamic Speed Limits	O	O				
Source: Stantec, 2014.						

#### 5.4 Improve the Efficiency of Existing Infrastructure: Managed Lanes

These strategies use freeway lane space more efficiently to accommodate more travelers. The strategies in this category, shown in **Table 3**, are typically called “managed lanes” strategies.

Between 1975 and 1989, Caltrans operated an HOV lane on southbound I-280 between 6<sup>th</sup> Street and the Alemany interchange with US-101. Following the Loma Prieta earthquake, which damaged and closed many freeway segments, Caltrans returned the HOV lane to mixed flow. The SF-FCMS will re-consider and evaluate HOV on 280 and/or US-101 within in the context of today’s and currently projected travel demand, as well as the other types of managed lanes strategies in this category.

**Table 3: Improve the Efficiency of Existing Infrastructure: Managed Lanes**

San Francisco Freeway Corridor Management Study Potential Strategies for Meeting Project Goals						
Strategy	1	2	3	4	5	6



	Move More People	Improve Trip Reliability	Improve Travel Mode Choices	Coordinate Plans Across Jurisdictions	Reduce Per Person Emissions	Minimize Through-Traffic Impacts
<b>Improve the Efficiency of Existing Infrastructure: Managed Lanes</b>						
Ramp Metering	O	O	O	O		O
Adaptive Ramp Metering (ARM)	O	O	O	O		O
Dynamic Lane Use Control, including Merge / Shoulder	O	O				
Exclusive or Special Use Lanes	O	O				
High Occupancy Vehicle (HOV) Conversion	O	O	O		O	
High Occupancy Toll (HOT) / Express Lane Conversion	O	O	O	O	O	
Source: Stantec, 2014.						

San Francisco is already familiar with developing and implementing the types of strategies in the first and second categories (transit and TDM). The FCMS will build San Francisco's capacity to put in place the types of freeway corridor management strategies in the latter two categories.

## 6 State and Regional Institutional Context

The previous Section identifies a range of strategies with the potential to address San Francisco's freeway corridor management goals. This section identifies some basic "setting" information about the two types of strategies which are most unfamiliar to San Francisco: the Advanced Traffic Management / ITS strategies; and the Managed Lanes strategies. The section that follows describes:

- **Physical conditions:** Whether (and where) these strategies already are in place elsewhere on the US-101 and I-280 corridors;
- **Approval requirements and process:** What agencies have approval authority for putting the strategy in place, and what is the project development and approval process that is required?
- **Agency roles and responsibilities:** What agency is typically the lead in project development, construction, and operation?
- **Coordination:** What mechanisms exist for involved agencies to coordinate around this strategy?



- **Funding:** What sources typically fund the capital and operations / maintenance costs of this strategy?
- **Policy:** Are policy changes recently or currently being contemplated that would affect the application of this strategy in SF?

The Section begins with an overview of Caltrans' project development process; as the owner of the US-101 and I-280 facilities, Caltrans has approval authority over changes to the facilities. Most of the strategies to be analyzed in the FCMS would need to follow Caltrans' project development process.

## 6.1 An Overview of the California Department of Transportation's (Caltrans) Standard Project Development Process

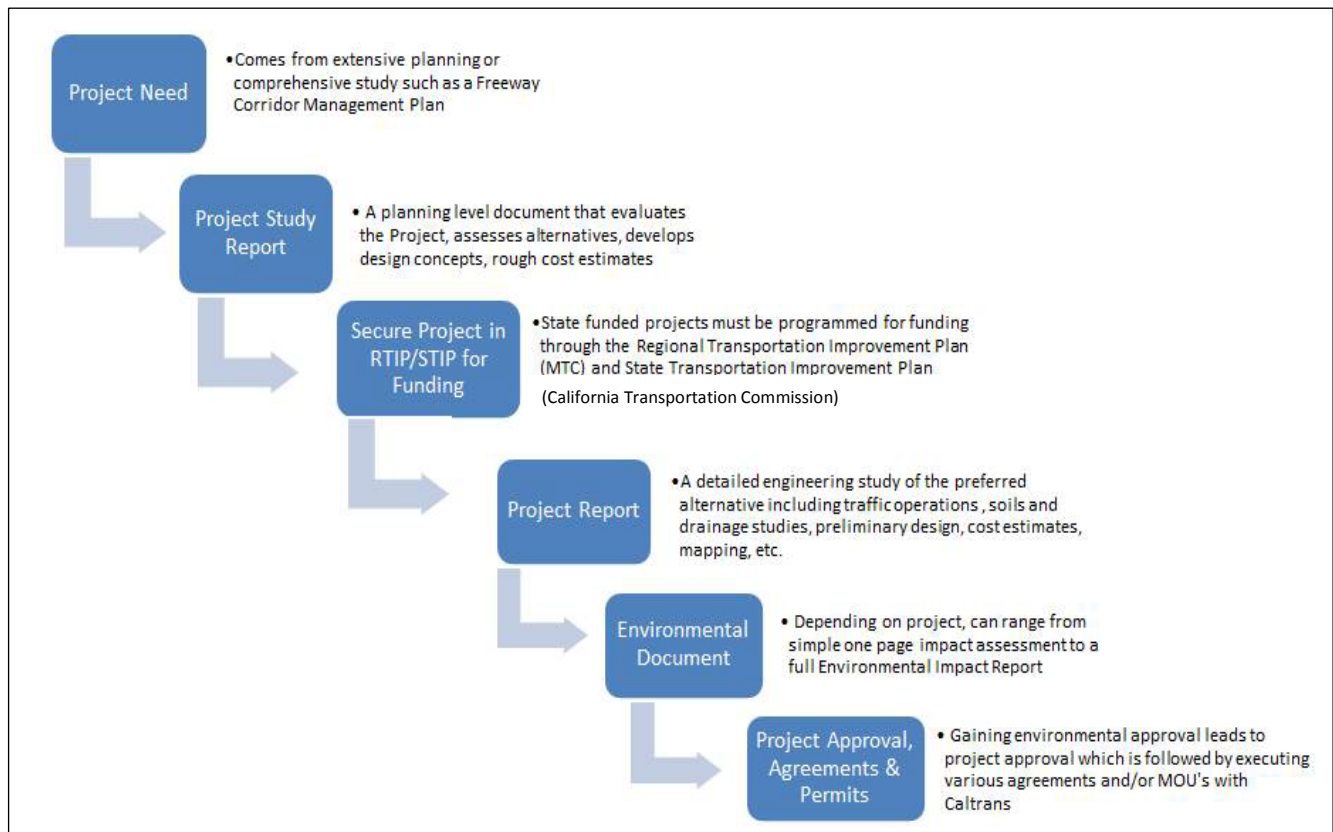
The State has jurisdiction over San Francisco's freeway corridors and any proposed modification or improvement to the corridor requires the State's approval following established procedures and documentation requirements. The procedure used to approve a project is called the Project Development process. The details and complexity of the Project Development process and type of approval document needed varies depending on factors that can include:

- Type of modification or improvement
- Physical extents of the Project
- Estimated construction cost
- Whether Project requires a design exception
- Level of controversy caused by the Project
- Potential for environmental impacts

### 6.1.1 The Standard Project Development Process for Project Initiation and Project Approval



The standard Project Development process for a typical modification to a state highway with an estimated construction cost exceeding \$3 million generally will follow the procedure illustrated in the flowchart in **Figure 1**.



**Figure 1:** A simplified flow chart of Caltrans' standard project development and approval process—Project Study Report/Project Report/Environmental Document. Source: Stantec, Inc., 2014.

The process outlined above is for moderate to large highway projects. Examples of the types of projects approved using the PSR/PR/ED process include interchange construction or significant modification of an existing interchange, widening a highway to add lanes, and ramp metering. This process typically takes 18 to 24 months to gain project approval assuming no complications arise during the process.

### 6.1.2 Other Types of Project Initiation and Project Approval Processes

Caltrans may determine that a proposed project meets the criteria for gaining approval using a more streamlined process. Two of these processes are described below.

**Encroachment Permit.** Small and non-complex projects with an estimated construction cost up to \$1.0 million may be reviewed and approved under the Encroachment Permit process. This is the simplest method for project approval, but



not all small projects meet the criteria. Caltrans determines the complexity of the project.

**Permit Engineering Evaluation Report (PEER).** Small and non-complex projects funded by a local agency or private entity with an estimated construction cost less than \$3.0 million may be reviewed and approved under the PEER process. The PEER documents an analysis of the proposed project to determine if it causes drainage, maintenance, operation, and environmental impact on the state highway system.

### 6.1.3 Approval Process for Intelligent Transportation Systems (ITS) Projects

This section touches briefly on the approval process for certain types of low-cost ITS projects. Depending on cost and complexity, the approval process for ITS projects may be utilized more often in San Francisco's managed corridors than the approval process for traditional highway improvement projects.

The application and oversight process for Caltrans approval of ITS projects is significantly different than that used for traditional highway construction. The process varies depending on the determination of the degree of risk involved. In the world of ITS, risk is defined in terms of the ability to implement an ITS project on schedule, within budget, with expected quality, while meeting the established requirements for the project. This has become an important factor for Caltrans because studies show that nearly 75% of ITS projects are either cancelled or were challenged in one or more of the risk areas described above.

The approval process described in this section only applies to high risk ITS projects, as low risk ITS projects are approved using encroachment permits or PEERs.

High risk ITS projects are approved as the project is being developed using a Systems Engineering approach. This approach involves several layers of reviews, compliance checks, and notices to proceed to the next phase of development with participation of the project sponsor (local agency), the Regional MPO, Caltrans, and the Federal Highway Administration before authorization is given to implement the project.

The Systems Engineering approach involves several steps including development of a Concept of Operations (ConOps) and a Systems Engineering Management Plan (SEMP).



Guidance on the approval procedures and funding process are found in Caltrans' Local Assistance Program Guidelines as opposed to their Project Development manual which documents all traditional highway improvement initiation and approval procedures.

## 6.2 Freeway Corridor Management Existing Conditions

**Appendix A-5** describes the existing presence of Advanced Transportation Management Systems (ATMS) and Advanced Traveler Information Systems (ATIS), and managed lanes strategies in the US-101 and I-280 corridors. It also describes the typical approval and project development process for each strategy, and identifies typical funding sources and agency coordination mechanisms.

## 7 Stakeholder Consultation

The Study Team has identified an initial list of community and institutional stakeholders with which to seek a dialogue on freeway corridor management throughout the overall FCMS process, including and especially during Phase 2. This list is in addition to the Study Team's efforts to reach the community at-large and the travelers who utilize San Francisco's freeways. The list, which is intended as an initial set that will likely expand over the course of the Phase 2 study, is as follows.

- California Department of Transportation (Caltrans). As described in Chapter 6, Caltrans is the owner and operator of San Francisco's freeway system and therefore has jurisdiction to approve any changes to the system.
- Federal Highway Administration (FHWA). The FHWA also has jurisdiction to approve changes to the portions of San Francisco's freeway system designated as part of the federal system. In addition, projects seeking federal funding will require federal review and approval of the systems engineering development documents described in Section 6.2.

## HIGH RISK ITS PROJECTS

ITS projects that have one or more of the following characteristics are considered high-risk:

- Multi-jurisdictional or multi-modal
- Custom software required
- Hardware and communications are "cutting-edge" or not in common use
- New interfaces to other systems required
- System requirements not detailed or not fully documented
- Operating procedures not detailed or not fully documented
- Technology service life shortens project life-cycle



- Bay Area Infrastructure Financing Authority (BAIFA). BAIFA is a Joint Powers Authority of the MTC and the Bay Area Toll Authority (BATA). BAIFA's governing Board is composed of an MTC and BATA Chair plus Commissioners from Alameda, Contra Costa, and Solano Counties, plus a non-voting representative of the State Business, Transportation, and Housing Agency. In 2011, the Metropolitan Transportation Commission (MTC) transferred its authority to develop and implement the 270 mile regional Express Lanes network to BAIFA. BAIFA leads the Managed Lanes Implementation Plan (MLIP) to confirm and extend, set policy for, and engineer this regional network of Express Lanes.
- City/County Association of Governments of San Mateo County (C/CAG). As the congestion management agency for San Mateo County, this agency has responsibility to plan and fund transportation improvements in that county, including on I-280 and US101. C/CAG's plans for managing the portions of these freeways in San Mateo County will directly affect the consideration of strategies within San Francisco, and vice versa.
- Peninsula Corridor Joint Powers Board (Caltrain). As the operator of the Caltrain commuter rail line that operates parallel to US101 and I-280, this agency will be a key stakeholder in identifying strategies that affect Caltrain service and/or demand along the corridor.
- San Francisco Municipal Transportation Agency (SFMTA). As the operator of the local transportation system in San Francisco, this agency will be a key stakeholder in identifying strategies that affect the local street and transit network.
- Employers and business community. Businesses located both within San Francisco and along the freeway corridors in neighboring counties will be key stakeholders interested in how freeway management strategies might affect their access to workers and goods. Some employers are also providers of shuttle services.
- Private transportation providers. Companies that provide transportation services, including shuttles and other private services, will be interested in how freeway management strategies may affect travel conditions and demand for their services on these corridors.
- Neighborhoods adjacent to the freeway corridors. These neighborhoods will be interested in how travel conditions in the neighborhoods may be affected by the freeway management strategies under consideration.





- Freeway Corridor Facility Users (Travelers) and Citywide Transportation Advocacy Groups. These include but are not limited to the Automobile Association of America, the Bay Area Council, Friends of Caltrain, POWER, Senior Action Network, SFBC, San Francisco Chamber of Commerce, San Francisco Transit Riders Union, SPUR, WalkSF, and more.

## 8 Next Steps

The SF FCMS Phase 1 has: documented the project’s background in support of the Study’s Purpose and Need; drafted Goals and Objectives; identified a range of potential strategies for achieving those goals; and described the existing institutional setting in which San Francisco initiates this effort.

Projected growth in jobs and housing in San Francisco and along the Peninsula – in addition to existing mobility, livability, and environmental conditions – mean that San Francisco must take a broad and assertive approach to meeting transportation system goals as relates to these freeway corridors. A range of strategies, from transit capacity, to travel demand management, to using the existing infrastructure more efficiently through technology, information, and lane use management – are needed to meet San Francisco’s long range goals. The 2013 SFTP indicates that to make progress, the freeway corridor management strategy must take a “big bite” towards shifting travel patterns in a way that advances the goals. The freeway corridor management strategy will need to focus on effectiveness, equity, and financial sustainability.

In addition, San Francisco’s FCMS must identify strategies that complement and are effective paired with the freeway corridor management strategies being developed by Caltrans, MTC, San Mateo and Santa Clara Counties, and the SFMTA for local related arterials. To be most effective, the SF FCMS should influence the recommendations of our partner agencies’ studies so that our actions can be reflected in overall corridor and regional plans.

Next steps following FCMS Phase 1 include:

- Develop a scope of work for FCMS Phase 2 that focuses on the most effective strategies for meeting the goals identified in Phase 1
- Identify the capabilities of existing and new San Francisco ATMS/ATIS infrastructure (e.g., SFgo corridors, the SFMTA TMC) to contribute to freeway corridor management in San Francisco
- Participate on the technical advisory committees or other coordination mechanisms for the related planning and project efforts in the corridors and region



- Participate in the statewide and regional committees and working groups to coordinate around the potential strategies discussed in Phase 1
- Track funding opportunities and legislation that could support or change how any of the potential strategies are implemented along the US-101 and I-280 corridors.

## APPENDICES

Appendix A-1: Corridor Specific Planning Studies

Appendix A-2: Non-Corridor Specific Planning Studies

Appendix A-3: Current Studies & Planning Activities

Appendix A-4: Transit and TDM Strategies for Freeway Corridor Management

Appendix A-5: Existing Institutional Conditions

### Appendix A-1: Corridor Specific Planning Studies

Corridor specific planning studies analyze corridors within San Francisco City limits, and thus contain the most applicable findings and strategy recommendations for the US-101 and I-280 freeway corridors. These studies include, for example:

- The San Francisco Congestion Management Program (CMP)—a program that biennially monitors congestion on freeways and major corridors within the City limits;
- The Interstate 280 Transportation Concept Report (I-280 TCR)—a regional study for the entire stretch of I-280 but contains data specific to the segment of the corridor in San Francisco;
- Planning studies prepared by transit operators serving San Francisco or providing regional transit connections to and from San Francisco such as the Caltrain Strategic Plan.

A summary of key findings and recommended strategies are presented in **Table A-1**.

Table A-1: Summary of Corridor Specific Planning Studies

Report / Source	Key Findings
<p><b>Interstate 280 Transportation Concept Report (Caltrans District 4, July 2013)</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Identifies locations along I-280 where existing vehicle demand exceeds vehicle capacity regionally, including the urban core of San Francisco.</li> <li>• Documents the role of I-280 as an alternative travel way to US-101 - thereby both corridors should be studied in conjunction.</li> <li>• Ramps present challenges to bike connectivity and pedestrian activities in SF.</li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Identifies improvements including <b>Installing Intelligent Transportation System Related Devices</b> and <b>Ramp Metering</b> in San Francisco.</li> <li>• Work with transit operators to increase throughput using <b>HOV Lanes, Bypass Lanes, Park and Ride Facilities, Bus Rapid Transit</b>, etc.</li> <li>• Complete the construction of existing, partially or fully-funded projects planned for I-280.</li> </ul>
<p><b>HOV Lane Annual Report, District 4 (Caltrans District 4, December 1988)</b></p>	<p>Included is information for the I-180 HOV lane in San Francisco that operated until the 1989 Loma Prieta Earthquake.</p>
<p><b>2013 San Francisco Congestion Management Program Report (San Francisco County Transportation Authority, December 2013) – See Figure 2 and Figure 3 for AM and PM Peak LOS</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Biannual speed monitoring of freeways and major arterials in SF.</li> <li>• Identifies segments with slowest speeds and biannual speed trends.</li> <li>• Identifies average travel time for transit on roadway segment and compares it to auto travel time. <ul style="list-style-type: none"> <li>- US-101 northbound between Cortland and I-80 operates at speeds below 25 mph during the PM peak</li> <li>- US-101 southbound between Market and I-80 operates at speeds below 20 mph during PM peak</li> <li>- I-80 between Fremont Exit to US-101 operates at speeds below 20 mph for both directions</li> <li>- I-280 degraded two grades due to lowering of average speed on the corridor relative to the last monitoring cycle</li> </ul> </li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• CMP identifies Travel Demand Management Strategies and initiatives.</li> <li>• Identifies Land Use Policies and framework and its relationship with transportation demand.</li> <li>• Lists the Capital Improvement Program (CIP) Projects and identifies the funding sources for the projects.</li> </ul>

Table A-2: Summary of Corridor Specific Planning Studies

Report / Source	Key Findings
<p><b>Caltrain Strategic Plan / Electrification Plan (Caltrain, September 2014)</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Demand is increasing with capacity constraint.</li> <li>• Caltrain is facing ongoing financial challenges</li> <li>• Caltrain modernization plan includes: <ul style="list-style-type: none"> <li>– Building on the state of good repair</li> <li>– Improve system integration</li> <li>– Improve on construction and revenue service</li> </ul> </li> <li>• Developing a Caltrain/High Speed Rail blended system.</li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Electrification of Caltrain corridor.</li> <li>• Installation of Communications Based Overlay Signal System Positive Train Control.</li> <li>• New Station (Transbay Terminal) at San Francisco.</li> <li>• Build the High Speed Rail to San Francisco.</li> </ul>
<p><b>MAPS (San Francisco County Transportation Authority, December 2010)</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Identifies impact of congestion on economy and environment.</li> <li>• Identifies that the majority of trips during PM peak are internal trips - 58% of PM.</li> <li>• Peak hour trips are from downtown SF to other parts of SF. Followed by 12% to East Bay.</li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Identifies various congestion pricing scenarios and the impacts.</li> </ul>
<p><b>Central Freeway / Octavia Circulation Study (San Francisco County Transportation Authority, June 2012)</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Octavia Boulevard brought significant urban design and land use benefits to the Market-Octavia area; however, operational challenges and concerns remain.</li> <li>• Trips generated to, from, and within the neighborhood have high transit first mode shares; however, the area’s position at the center of the regional roadway network means that it is substantially affected by crosstown and regional traffic.</li> <li>• Improvements to travel alternatives have not kept pace with growing travel demand and did not accompany the reduction in vehicular capacity that the Central Freeway replacement represented.</li> </ul>

	<p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Improve circulation and the multimodal network.</li> <li>• Shift travel to transit and non-motorized modes.</li> <li>• Improve safety and walkability.</li> <li>• Detailed designs, including operational considerations, should be developed for the reopening of closed crosswalks at Gough/Fell, Franklin/Fell, and Franklin/Oak.</li> <li>• Relatively inexpensive design improvements should be developed and implemented at the intersections of Octavia/Oak and Octavia/Fell.</li> <li>• A dedicated planning and design effort should be pursued to advance multimodal improvements to the expressway segment of San Jose Avenue, between the Glen Park and Bernal Heights neighborhoods.</li> <li>• The grid network should be leveraged to distribute travel demand and accommodate greater person throughput and local accessibility.</li> <li>• Streets which play an important traffic circulation function typically warrant features to improve safety and conditions for other modes.</li> <li>• As the design of streets is rebalanced to accommodate and prioritize non-automobile modes, improvements to transit service in affected corridors are also necessary.</li> <li>• Implement Demand Management Strategies.</li> <li>• Pedestrian conditions should be improved throughout the neighborhood, particularly to help achieve the City's goals regarding enhanced mobility, sustainability, and livability.</li> </ul>
<p><b>Bi-County Transportation Study (San Francisco County Transportation Authority, March 2013)</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• There is a need to address significant land use growth in San Mateo and San Francisco counties.</li> <li>• Develop a mechanism of cost sharing and contribution from developers in both counties.</li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Recommended roadway extension and capacity improvements in Brisbane to accommodate projected growth (US101 Candlestick Interchange Re-Configuration, Geneva Avenue Extension).</li> <li>• <b>Extend Rapid Transit Services</b> (Harney-Geneva Bus Rapid Transit Line T-Third Light Rail Extension (Segment "S")).</li> <li>• Relocating and re-configuring the Brisbane-Bayshore Caltrain Station.</li> <li>• Mitigate impact of new regional traffic through Bicycle-Pedestrian Connection Projects.</li> <li>• Develop an Area-Wide Traffic Calming Program.</li> </ul>

	<p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Improve circulation and the multimodal network.</li> <li>• <b>Shift travel to transit and non-motorized</b> modes.</li> <li>• Improve safety and walkability.</li> <li>• Detailed designs, including operational considerations, should be developed for the reopening of closed crosswalks at Gough/Fell, Franklin/Fell, and Franklin/Oak.</li> <li>• Relatively inexpensive design improvements should be developed and implemented at the intersections of Octavia/Oak and Octavia/Fell.</li> <li>• A dedicated planning and design effort should be pursued to advance multimodal improvements to the expressway segment of San Jose Avenue, between the Glen Park and Bernal Heights neighborhoods.</li> <li>• The grid network should be leveraged to distribute travel demand and accommodate greater person throughput and local accessibility.</li> <li>• Streets which play an important traffic circulation function typically warrant features to improve safety and conditions for other modes.</li> <li>• As the design of streets is rebalanced to accommodate and prioritize non-automobile modes, improvements to transit service in affected corridors are also necessary.</li> <li>• Implement <b>Demand Management Strategies</b>.</li> <li>• Pedestrian conditions should be improved throughout the neighborhood, particularly to help achieve the City's goals regarding enhanced mobility, sustainability, and livability.</li> </ul>
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*Highlighted in Bold are the strategies identified as part of FCMS Study*



Appendix A-2: Non-Corridor Specific Planning Studies

These planning studies provide information on various strategies and plans that could provide guidance and lessons learned from other regional, statewide and countrywide experiences. These references assisted in developing the FCMS strategies for the San Francisco corridors. The list of references contains documents prepared by neighboring counties and agencies and also documents like the FHWA’s “Managed Lane – a primer” and “Managed Lane guidelines” that identifies the best practices for managed lanes and strategies to manage congestion effectively. These references also include regional level master plan and visioning documents which would allow San Francisco to integrate its plan with the regional plans. Regional plans include the Plan Bay Area and Regional Express Lane Network studies prepared by MTC and the BART Vision Plan developed and adopted by BART. Figure 1 Exhibit I. Managed Lanes Applications below shows how different managed lane strategies relate to the complexity of implementation. **Table A-2** summarizes the key findings and recommended strategies from these planning studies.

Figure 2- Exhibit I. Managed Lanes Applications

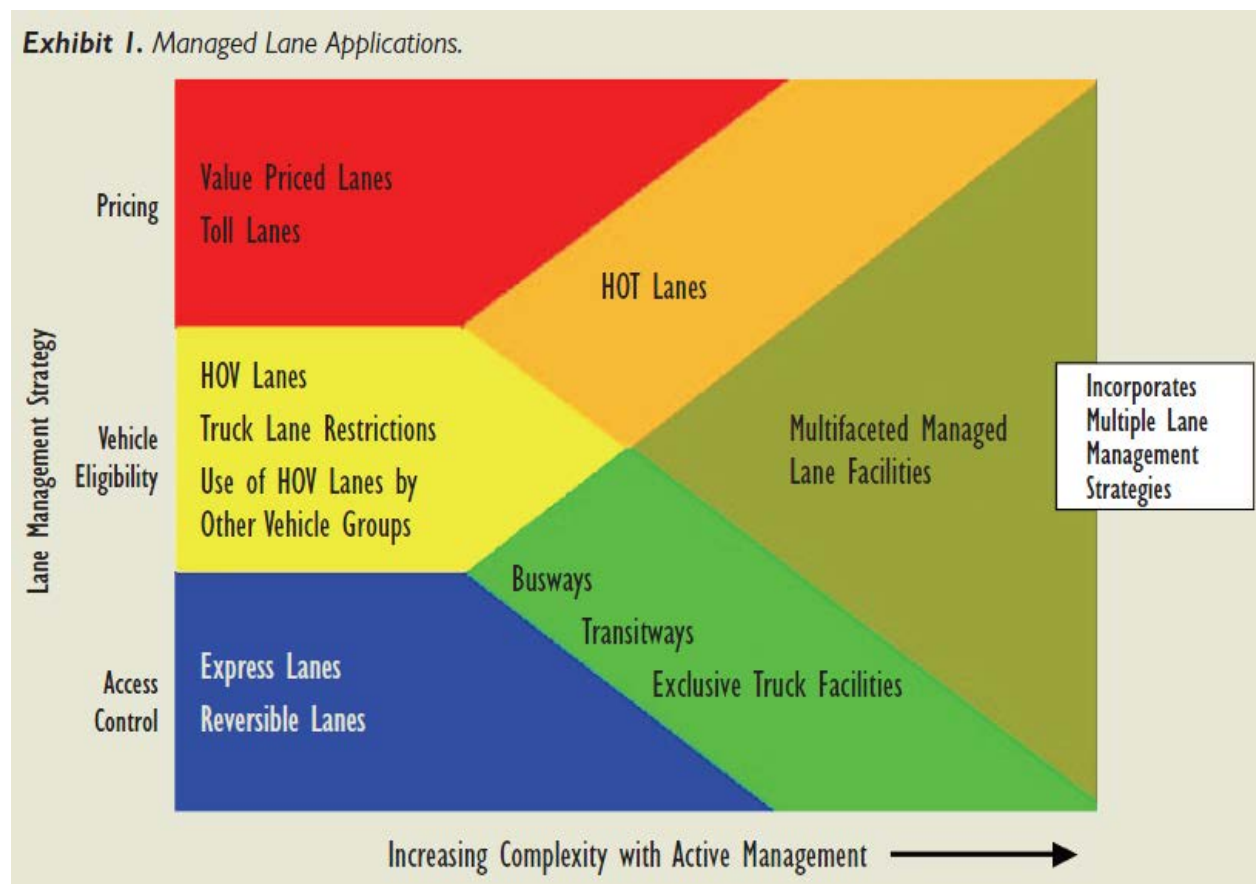


Table A-3: Summary of Non-Corridor Specific References

Report	Key Findings
<p>Plan Bay Area (Association of Bay Area Governments; Metropolitan Transportation Commission, July 2013)</p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Accommodate land use growth while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment.</li> <li>• Allow all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.</li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Build Upon Local Plans and Strategies for Preserving Local Land Use Control.</li> <li>• Sustain the existing transportation network.</li> <li>• Support Focused Growth (OneBayArea Grant Program) - provide funding for Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, and provide specific funding opportunities for Safe Routes to Schools projects and Priority Conservation Areas.</li> <li>• <b>Transportation 2035 (T-2035) Plan Network</b> <ul style="list-style-type: none"> <li>• Network is the multimodal investment strategy in the Transportation 2035 Plan.</li> <li>• Contains significant funding for operations and maintenance of existing system; limited expansions of highway and transit networks.</li> </ul> </li> <li>• <b>Core Capacity Transit Network</b> <ul style="list-style-type: none"> <li>• Significantly increases transit service frequencies along core transit network.</li> <li>• Keeps T-2035 investment levels for maintenance and bike/pedestrian projects; reduces T-2035 roadway expansion investments.</li> <li>• Requires additional capital and operating funds to pay for major expansion of transit services.</li> </ul> </li> <li>• <b>Preferred Transportation Investment Strategy</b> <ul style="list-style-type: none"> <li>• Devotes 87 percent of funding to operate and maintain existing transportation network.</li> <li>• Directs remaining funding to next-generation transit projects and other high-performing projects; to programs aimed at supporting focused growth and reducing GHG emissions; and to county-level agencies for locally designated priorities.</li> </ul> </li> </ul>

Table A-3: Summary of Non-Corridor Specific References

Report	Key Findings
<p><b>US 101 CSMP (Caltrans District 4, December 2010) - Includes SM County &amp; Santa Clara County</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Congestion on US 101 corridors in San Mateo County and Santa Clara counties needs to be addressed.</li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Ramp Metering Stations, Traffic Monitoring Stations, CCTV Cameras, CMS, EMS.</li> <li>• Recommended ITS strategies: Arterial Signalization, Ramp Metering, Detection, Traveler Information, Caltrain at-grade rail crossing advanced warning, and Incident Management.</li> <li>• Short-term strategies: various freeway road widening and additional auxiliary lanes.</li> <li>• Implement SMART Corridor System for San Mateo County.</li> <li>• Identify multiple non-highway improvements in San Mateo and Santa Clara County.</li> </ul>
<p><b>San Francisco Board of Supervisors Resolution 234-09</b></p>	<p><b>Needs:</b></p> <ul style="list-style-type: none"> <li>• Reduce greenhouse gas emissions associated with automobile tripmaking.</li> <li>• Reduce freeway expansion and associated environmental and livability impacts</li> <li>• Insufficient transit funding</li> </ul> <p><b>Strategies:</b></p> <ul style="list-style-type: none"> <li>• Prioritize transportation funding for investment in public transit maintenance and cost-effective transit enhancements over the allocation of funds to highway expansion projects.</li> <li>• Prioritize pedestrians, cyclists, and transit on state highways which serve as city streets</li> <li>• Develop a strategy for maintaining and improving the state highway system in a way that furthers the state’s sustainability goals</li> </ul>
<p><b>San Francisco Board of Supervisors Resolution 304-04</b></p>	<p><b>Needs:</b></p> <ul style="list-style-type: none"> <li>• Increase the livability of, and support planned development in, the SOMA West Neighborhood.</li> <li>• Lessen the impacts of the Central Freeway on the surrounding neighborhoods.</li> </ul> <p><b>Strategies:</b></p> <ul style="list-style-type: none"> <li>• Study the possibility of replacing the Central Freeway with an alternative, such as a boulevard, when it reaches the end of its useful life.</li> <li>• Postpone future retrofits of the Central Freeway deck.</li> </ul>

Table A-3: Summary of Non-Corridor Specific References

Report	Key Findings
<p><b>Managed Lanes - a primer (FHWA, August 2008)</b></p>	<p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Vehicle Eligibility</li> <li>• Access Control</li> </ul>
<p><b>Priced Managed Lane Guide (FHWA, October 2012)</b></p>	<p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Traffic Management: Priced managed lanes are an effective tool to optimize the use of highway capacity, manage traffic volumes and conditions, and reduce congestion.</li> <li>• Revenue Generation: By charging tolls, priced managed lanes provide regions with the opportunity to generate new revenues to pay for the cost of implementing and operating the lanes themselves or support other transportation needs. New Travel Choices: Priced managed lanes provide new options to travelers in congested highway corridors, such as the opportunity to pay for a faster and more reliable trip.</li> <li>• Enhanced Transit Service: Priced managed lane projects provide regions with the opportunity to improve transit services by providing congestion-free highway lanes on which new transit service run. In some cases, excess revenues from the priced managed lanes can support these transit services.</li> </ul>
<p><b>Regional Express Lane Network Concept (Metropolitan Transportation Commission, online information dated 11/3/2014)</b></p>	<p><b>NEEDS:</b></p> <ul style="list-style-type: none"> <li>• Create a seamless network of managed lanes to keep traffic moving.</li> <li>• Offer a new choice to highway drivers.</li> <li>• Provide more reliable travel times.</li> <li>• Encourage carpools, vanpools and express buses by closing gaps in the current HOV system.</li> <li>• Make the best use of HOV lane capacity.</li> <li>• Maintain and operate the lanes with new revenue streams.</li> </ul> <p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• MTC will convert 150 miles of existing carpool lanes to express lanes and later add 120 miles of new lanes to fill gaps in the Bay Area Express Lanes.</li> <li>• MTC will install equipment and observation areas to help the California Highway Patrol (CHP) enforce proper use of the lanes. The first MTC projects will convert existing HOV lanes into express lanes on: <ul style="list-style-type: none"> <li>- I-680 in Contra Costa County between Alcosta Road and Livorna Road/Rudgear Road;</li> <li>- I-880 in Alameda County between Hegenberger/Lewelling and Dixon Landing Road</li> <li>- I-80 in Solano County between Red Top Road and Air Base</li> </ul> </li> </ul>

Table A-3: Summary of Non-Corridor Specific References

Report	Key Findings
	Parkway.
<b>BART's Vision Plan (BART, April 2013)</b>	<p><b>STRATEGIES:</b></p> <ul style="list-style-type: none"> <li>• Oakland - NW San Francisco - New Transbay Tube and line alignment</li> <li>• 30th Street Mission Infill Station</li> <li>• Increase Core Capacity and Metro Improvements</li> <li>• Train Control System Modernization</li> </ul>

## Appendix A-4: Transit and TDM Strategies for Freeway Corridor Management

### Transportation Demand Management Strategies for Freeway Corridor Management

#### San Francisco Freeway Corridor Management Study Potential Strategies for Meeting Project Goals

San Francisco Freeway Corridor Management Study Potential Strategies for Meeting Project Goals						
Strategy	Move More People	Improve Trip Reliability	Improve Travel Mode Choices	Coordinate Plans Across Jurisdictions	Reduce Per Person Emissions	Minimize Through-Traffic Impacts
<b>Accommodate Demand on Transit Alternatives</b>						
Increase Transit Service Frequency	O		O		O	
Extend Transit Hours of Operation	O		O		O	
Express Bus Service	O	O	O	O	O	O
Park and Ride Facilities Combined with Multimodal Stations	O		O		O	O
Transit Priority Treatments	O	O	O			
Caltrain Electrification/DTX	O		O		O	
BART/Caltrain Train Control System Modernization	O		O	O	O	
Increase Commuter Rail Service (Caltrain/HSR)	O		O		O	
Interchange/Ramp HOV and Transit Bypass Lanes	O	O		O		O
Source: Stantec, 2014.						

Strategy	Move More People	Improve Trip Reliability	Improve Travel Mode Choices	Coordinate Plans Across Jurisdictions	Reduce Per Person Emissions	Minimize Through-Traffic Impacts
<b>Reduce or Redirect Demand through Transportation Demand Management</b>						
Transportation Management Associations Providing Essential TDM Support Services (e.g., Guaranteed Ride Home)	0		0		0	0
TDM Brokering Services	0		0	0		
Walkable Mixed Use, In-fill, and TOD Development	0		0		0	
Encourage Peak Spreading of Travel Demand	0	0		0	0	
Transit Fare Subsidies Provided by Employers or Residential Development	0		0		0	0
Residential Development TDM Services	0	0	0			
Last/First Mile Strategies: Shuttles, Bike Share, Etc.	0		0		0	0
Parking Management			0		0	
Employer Based TDM Programs: Flex time, Incentives, Etc.	0	0	0		0	0
Incentivize Low Emission Vehicles					0	
Rideshare Matching Services	0	0	0		0	
Area Congestion Pricing	0	0	0	0	0	
Source: Stantec, 2014.						



# Memorandum

**Date:** 03.12.15 **RE:** Plans and Programs Committee  
March 17, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** David Uniman – Deputy Director for Planning *DUE*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Adopting the San Francisco Freeway Corridor Management Study Phase 1 Report

## Summary

In 2014, California Department of Transportation awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority to conduct the San Francisco Freeway Corridor Management Study (FCMS). The 2013 San Francisco Transportation Plan identified the need for the FCMS to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors. In addition, several parallel efforts are underway at the regional and state levels that will shape conditions along San Francisco's freeway corridors. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts. The FCMS is divided into two phases. Phase 1, the subject of this memo, sets the foundation for the Study's Purpose and Need, proposes a goals-based evaluation framework, and identifies a range of potential freeway corridor management strategies to consider in Phase 2. These components are developed based on a review of existing relevant studies and the existing institutional setting. Phase 2 of the FCMS, which is already funded, will be a performance-based evaluation of potential freeway corridor management strategies. **We are seeking a recommendation to adopt the San Francisco FCMS Phase 1 Report.**

## BACKGROUND

The 2013 San Francisco Transportation Plan (SFTP) identified the need for a freeway corridor management strategy to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors. The San Francisco Freeway Corridor Management Study (FCMS) will be a performance-based assessment of strategies to meet those broad goals in the near- and medium-terms.

In 2014, California Department of Transportation (Caltrans) awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority in the amount of \$300,000 to conduct the FCMS. In September 2014, the Transportation Authority approved Resolution 15-09, appropriating \$300,000 in Prop K sales tax funds to serve as local match for the Caltrans grant.

The FCMS has two phases. Phase 1 sets the foundation for the technical analysis in Phase 2. It describes the existing and planned management strategies for US-101 and I-280, proposes a goals-based evaluation framework for the subsequent technical analysis, and identifies the range of potential freeway management strategies to be analyzed. Phase 2 will be the performance-based technical analysis of strategies, and will produce a recommended freeway corridor management strategy and implementation plan.



## DISCUSSION

The purpose of this item is to present the findings and recommendations of the Freeway Corridor Management Study Phase 1 Report, and to seek a recommendation to adopt the Phase 1 report which will guide our work in Phase 2.

**Study Need, Purpose, and Goals Framework:** The 2013 SFTP found that the greatest increases in vehicle travel by 2040 are projected to be to and from the Peninsula and South Bay. Expected vehicle travel in the Bay Bridge corridor was also very significant.

The purpose of the FCMS is to recommend a set of managed lanes and complementary strategies for the existing US-101 and I-280 corridors in San Francisco that will help the City achieve its economic competitiveness, environmental and social and equity goals, through a performance-based analysis and stakeholder consultation. The study should identify strategies that will meet the need to:

- Improve the ability of these corridors to move people and goods safely and reliably;
- Manage demand for travel on these freeway corridors sustainably; and
- Support balanced local street and freeway operations.

Section 3 of the FCMS Phase 1 Report describes the Study Need and Purpose. The six goals of the FCMS, shown in Attachment 1, are consistent with broader countywide goals identified in the 2013 SFTP. These goals will be advanced by the FCMS through supporting objectives, as described in Section 4 of the FCMS Phase 1 Report.

**Range of Potential Strategies:** Section 5 of the FCMS Phase 1 Report identifies the range of potential freeway corridor management strategies, starting from a broad framework that identifies four categories of relevant strategies. The focus of the study will be on two types of strategies that are relatively undeveloped within San Francisco: those that seek to improve the efficiency of existing infrastructure using Automated Traffic Management Systems (ATMS) and Managed Lanes. ATMS Strategies seek to move more people, more reliably, using technology and information. Examples of ATMS include adaptive signal timing, real-time system management using a Transportation Management Center (TMC), and changeable message signs. Managed Lanes strategies guide or prioritize ramp or lane space, such as for transit and other High Occupancy Vehicles (HOVs), using ramp metering, changeable overhead signs that guide merging movements (dynamic lane use control), or HOV lanes. The FCMS will focus on an evaluation of how these two categories of strategies can help meet the goals set out for freeway corridor management, with an underlying objective that managed lanes will provide a large enough impact on current conditions. The study will also allow San Francisco to frame the size and role that other strategies, including improvements to Caltrain and regional bus network, play so that together with other planning efforts a longer term integrated approach can be advanced.

**Existing Institutional Setting and Stakeholder Involvement:** The FCMS Phase 1 Report identifies the institutional and implementation considerations of ATMS and Managed Lanes strategies in Appendix A-4. Each potential strategy is mapped to its development and approval process, coordination mechanisms, funding sources, and current policy setting.

Section 7 of the FCMS Phase 1 Report outlines a stakeholder (both agency and public) coordination and involvement approach. Preparation of Phase 1 included meeting with agency stakeholders – Caltrans, Metropolitan Transportation Commission (MTC), San Mateo and Santa Clara Counties, and San Francisco Municipal Transportation Agency – to share draft findings. Phase 2 will involve input

from these agency stakeholders as a Technical Advisory Committee. In addition, Phase 2 will develop and implement a public outreach and input strategy.

**Related Planning Efforts:** Several efforts are currently underway at the regional and state levels that will shape conditions along San Francisco’s freeway corridors. Among these are plans for a US-101 High HOV lane and El Camino Real “Smart Corridor” in San Mateo County, and conversion of US-101 HOV lanes to Express Lanes in Santa Clara County. In March, MTC is initiating the Bay Area Managed Lanes Implementation Plan (MLIP). In the same timeframe, the Caltrans will begin the Statewide Managed Lanes Master Plan. The FCMS Phase 1 Report summarizes these efforts in Appendix A-3. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts.

In addition, FCMS will build off current and past San Francisco resolutions and planning studies. Section 3 of the FCMS Phase 1 Report summarizes these efforts as well as the freeway corridor planning needs and strategies identified in them which support the need for the current FCMS effort.

**Recommendations and Next Steps:** Based on the above findings, we recommend:

- Completing a scope of work, both technical and outreach, for FCMS Phase 2, consistent with the goals framework and range of potential strategies proposed in Phase 1. We are seeking input from our agency partners, including Caltrans, MTC, San Mateo and Santa Clara Counties, and SFMTA on the scope of work.
- Initiate technical and outreach work as FCMS Phase 2, under a schedule designed to keep pace with parallel regional and state planning efforts. The technical and outreach work of Phase 2 should conclude with a recommended freeway corridor management strategy and implementation plan, developed based on performance-based technical analysis as well as public and agency stakeholder input.
- Continuing to participate in agency coordination mechanisms around freeway corridor management strategies, including the regional Express Lanes Executive Steering Committee, regional Managed Lanes Leadership Team, and regional Arterial Operations Committee.

These recommendations constitute FCMS next steps.

## ALTERNATIVES

1. Recommend adopting the San Francisco Freeway Corridor Management Strategy Phase 1 Report, as requested.
2. Recommend adopting the San Francisco Freeway Corridor Management Strategy Phase 1 Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its February 25 meeting and adopted a motion of support for the staff recommendation, with one member abstaining (Mr. Whitney). Mr. Whitney stated that the increase in travel demand seemed more than could be accommodated by the strategies proposed, and that strategies such as major increases in Caltrain capacity and bus rapid transit on US 101 might be needed to achieve the goals. Staff agreed and responded that each of the four types of strategies presented

would not alone meet the goal of managing demand, but together they might and that analysis would happen in Phase 2.

### **FINANCIAL IMPACTS**

The recommended action has no financial impact. Phase 2 of the FCMS has a budget of \$500,000, which will be funded by the \$300,000 Caltrans Partnership Planning Grant and the \$200,000 in Prop K, appropriated in September 2014. FCMS Phase 2 is reflected in the Fiscal Year 14/15 mid-year budget revision for this year's portion of the work.

### **RECOMMENDATION**

Recommend adopting the San Francisco Freeway Corridor Management Strategy Phase 1 Report, as requested.

#### Attachments (3):

1. FCMS Goals and Objectives
2. Appendix A-3
3. Appendix A-5

#### Enclosure:

1. FCMS Phase 1 Presentation

## Attachment 1

## San Francisco Freeway Corridor Management Study (FCMS) Goals and Objectives

The six goals of the FCMS are consistent with broader countywide goals identified in the 2013 SFTP. These goals are supported by an underlying set of objectives, which are outlined below:

	Goal	Objectives	
1	Improve San Francisco freeway corridors' ability to move people (person throughput) to support economic competitiveness and accommodate existing and new residents and workers.	1.1	Improve freeway corridor productivity, utilization and efficiency.
		1.2	Increase vehicle occupancy levels.
		1.3	Reduce recurring delays on freeway corridors.
2	Improve <b>Trip Reliability</b> for all freeway corridor users & modes	2.1	Improve travel time predictability on freeway corridors.
		2.2	Reduce non-recurrent delay due to incidents on freeway corridors.
3	Improve <b>Travel Mode Choices</b> for trips on freeway corridors that start or end in San Francisco.	3.1	Increase transit competitiveness with the automobile in freeway corridors.
		3.2	Provide better traveler information.
4	Support <b>Coordinated and Integrated</b> strategies and plans <b>across Jurisdictional Boundaries</b> , including Caltrans, MTC, and adjacent Counties.	4.1	Integrate and coordinate FCMS recommendations with other San Francisco citywide transportation operations and demand management strategies.
		4.2	Coordinate San Francisco FCMS recommendations with the plans and projects of neighboring Counties, the Region and Caltrans.
5	Reduce per person freeway corridor traveler emissions	5.1	Reduce vehicle tripmaking through increased occupancy, mode shift, and other means.
		5.2	Reduce average per person GHG emissions in the corridor
6	Ensure safe, equitable, and balanced local arterial and freeway operations, while minimizing traffic impacts on neighborhoods.	6.1	Mitigate the impacts of through-trips on local San Francisco streets
		6.2	Ensure equitable access and avoid disparities in distribution of benefits/impacts

## Attachment 2

### Appendix A-3: Current Studies & Planning Activities

In addition to the references that are readily available, the following studies and planning activities are currently underway along the US-101 and I-280 corridors. These planning activities provide the setting and context for the SF FCMS. Current studies/projects are listed below:

- San Mateo County Project Study Report (PSR) for Auxiliary Lanes from Oyster Point to SF County line
  - C/CAG is studying a project to provide Auxiliary Lanes from Oyster Point to the San Francisco County Line. The purpose of this Project Study Report (PSR) is to develop the scope and budget of the Auxiliary Lane. The PSR is underway and expected to be completed late spring 2015.
  
- San Mateo County PSR for HOV lane / Auxiliary lane from Whipple to I-380
  - C/CAG is currently conducting a Project Study Report (PSR) for adding HOV lanes along US-101 between Whipple Avenue and I-380. The centermost lane (Lane 1) will be converted to HOV in parallel to the construction / extension of the Auxiliary Lane. The PSR is underway and expected to be completed Early summer 2015
  
- San Mateo County PSR for Harney Way interchange
  - The City of Brisbane leads this project to re-configure the existing interchange at Candlestick/Harney Way to a tight diamond design. A new US-101 over- or under-crossing would connect the interchange's northbound freeway on- and off-ramps with Harney Way and the southbound freeway on- and off-ramps with the proposed extension of Geneva Avenue. The re-configuration is intended to support a major redevelopment project proposed for Brisbane, the Baylands Redevelopment project.
  
- San Mateo County / MTC Feasibility Study for US-101 HOV to HOT conversion. Two studies analyze the feasibility of HOV to HOT lane conversion on US-101 in San Mateo County.
  - C/CAG and MTC, currently under development, analyzes the demand, physical feasibility, and operations approach for converting the proposed US-101 HOV lane in San Mateo to an HOT / Express Lane. The Study is expected to be complete in early 2015.

- Transform analyzed the potential benefits of converting an existing general purpose lane into a HOT lane on US-101 in San Mateo.
- San Mateo County Hwy 82 / El Camino Real SMART Corridor, from Santa Clara County line to I-380
  - The San Mateo County Smart Corridors project sponsored by C/CAG is an Intelligent Transportation System (ITS) / Advanced Transportation Management System (ATMS) under development along El Camino Real, an arterial parallel to US-101 in San Mateo County. The project will enable CalTrans and San Mateo cities to implement ATMS :
    - Arterial changeable message signs
    - Center-to-center communication between San Mateo County and the CalTrans District 4 Traffic Management Center
    - Directional Signs
    - Television Cameras and vehicle detection systems
- Santa Clara County I-280 Corridor Study
  - In 2013, CalTrans completed a Transportation Concept Report (TCR) for the I-280 corridor from Santa Clara County to San Francisco County. The TCR considered HOV and HOT lanes, completion of a Ramp Metering network, and implementation of a Traffic Operations System (TOS) as potential strategies for this facility. The Santa Clara Valley Transportation Authority is currently developing a scope and budget for a study that may consider the TCR recommendations as well as additional strategies if appropriate.
- MTC Managed Lanes Implementation Plan
  - The Bay Area Infrastructure Financing Authority (BAIFA) has initiated a Managed Lanes Implementation Plan (MLIP). The purpose of the MLIP is to develop a plan for implementation of regional managed lanes on the State Highway System in the nine-county Bay Area. The focus of this study are HOV lanes, High Occupancy Toll Lanes (HOT) or Express Toll Lanes (ETL). The work is expected to be completed by March 2016.
- San Francisco Bay Area Core Capacity Transit Study

- While the Bay Area has a strong history of investing to develop and maintain a vibrant transit system, this system is reaching capacity along many of the key corridors serving the Core San Francisco neighborhoods. The purpose of this MTC-led study is to evaluate measures to improve the transit system serving this Core, and provide enhanced connections to the workforce within the region. New investments will be balanced against the region's continued need to invest in the transit and roadway networks' state of good repair. The study is currently underway. Project Partners include BART, SFMTA, AC Transit and the SFCTA.
  
- Statewide Managed Lane Master Plan
  - CalTrans' statewide Managed Lanes Master Plan is scheduled to be completed by spring 2016. This Plan is addressing the degradation of the State Highway System, a Statewide Policy on Managed Lanes, a Statewide Tolling Policy, developing a Managed Lane System Plan, and developing new Managed Lanes Guidelines.



Appendix A-5: Existing Institutional Setting for Freeway Corridor Management

Potential Strategies	Physical / Technical Does this strategy exist on the corridor?	Institutional - Approvals - what agenc(ies) have approval authority? What is the approval process?	Institutional - Agency Lead - What agencies are lead in project development? I ownership and operation?
<p><b>Adaptive Traffic Signal Timing / Control and Transportation Management Centers (TMCs)</b></p>	<ul style="list-style-type: none"> <li>- SFGo technology allows for adaptive signal control.</li> <li>- Various local jurisdictions along the US 101 and I-280 corridors have this capability; the El Camino Real Smart Corridor and San Jose's Silicon Valley Smart Corridors are planned with the capability for adaptive signal control.</li> <li>- SFMTA is nearing completion of an integrated Traffic Management Center for San Francisco. The TMC consolidates five control centers: transit operations (bus and rail); transit power control; transit line management; parking control dispatch and security; and SFGo traffic management (street traffic signals).</li> <li>- Many jurisdictions along the US 101 and I 280 corridors have TMCs, including Caltrans, VTA, San Mateo C/CAG, Santa Clara County, and numerous cities.</li> </ul>	<p>For facilities on State Highways: Caltrans has authority for signal equipment, through the simplified Encroachment Permit or PEER process. Depending on funding source, the federal systems engineering Vee process may be required. Else: Local jurisdictions.</p>	<p>Project development, ownership, and operation: Cities (including Belmont, Brisbane, Cupertino, Hillsborough, Menlo Park, Millbrae, Redwood City, San Bruno, San Francisco, San Mateo, South San Francisco, Woodside) or counties (Santa Clara County). Some multi-city corridor projects are led through project development by sub-regional agencies (San Mateo City/County Association of Governments; Alameda CTC).</p>
<p><b>Incident Management</b></p>	<p>CHP and MTC operate a Freeway Service Patrol which identifies incidents and coordinates incident clearance with CHP. Managed lanes facilities in the Bay Area typically include supplemental incident management plans and services. The San Mateo C/CAG has led the development, ongoing, of an Integrated Transportation Incident Management Plan for San Mateo County.</p> <p>Many TMCs, both local and regional, integrate with local or regional emergency response communication and command centers. For example, the City of San Jose operates a Transportation and Incident Management Center (TIMC) that coordinates incident activities with traffic, fire, and police.</p>	<p>MTC, Caltrans and CHP each have roles and responsibilities for incident management Bay Area-wide, executed via MOU. Express lane operating agencies have also executed supplemental incident management agreements with Caltrans and CHP.</p>	<p>A broad range of agencies, from state and regional (CHP, Caltrans, MTC) to sub-regional (CCAGs, Express Lane operating agencies, counties) to local cities have lead and operating roles in incident management.</p>
<p><b>Changeable Message Signs with Queue Warnings</b></p>	<p>Queue warning signs will be implemented as part of the I-80 Smart Corridor (Integrated Corridor Mobility, or ICM) Project in Alameda and Contra Costa Counties. Existing changeable message signs can also be used to warn of downstream queues; the San Francisco stretch of US-101 has one changeable message sign in place which currently reports real-time travel information.</p>	<p>Caltrans, using a basic basic encroachment permit and/or PEER approval process. Depending on the extent of system integration needed, the federal system engineering "Vee" process may be required.</p>	<p>When standalone, Caltrans leads this type of strategy. Other agencies may serve as lead when part of a larger corridor project, such as the I-80 Smart Corridor project. Caltrans also owns and operates the equipment.</p>
<p><b>Ramp Metering</b></p>	<p>Portions of US 101 and I 280 through San Mateo and Santa Clara Counties have metered ramps; Caltrans plans to extend meters to the rest of the ramps in these counties.</p> <p>Two locations in San Francisco are planned for ramp metering: Treasure Island and Harney Way.</p>	<p>Caltrans has approval authority via Ramp Metering Agreements, typically executed with the local jurisdiction that is adjacent to the ramp. If ramp metering is part of a larger project, the Agreement will be executed with the lead agency on the larger project. The Ramp Metering Agreement defines the metering rates.</p>	<p>Ramp meters are owned and operated by Caltrans.</p>





## Appendix A-5

Potential Strategies	Institutional - Coordination What institutional mechanisms exist to coordinate around this strategy?	Financial How is the capital and O&M of this strategy funded?	Policy Are policy changes currently being considered that would affect the application of this strategy in SF?
<b>Adaptive Traffic Signal Timing / Control and Transportation Management Centers (TMCs)</b>	<p>MTC's Arterial Operations Committee (AOC) meets once every two months: <a href="http://www.mtc.ca.gov/services/arterial_operations/aoc.htm">http://www.mtc.ca.gov/services/arterial_operations/aoc.htm</a>. The AOC has a role in reviewing Next Gen funding applications (see next column).</p> <p>MTC has developed a Regional ITS Architecture (<a href="http://files.mtc.ca.gov/MTC-ITS/">http://files.mtc.ca.gov/MTC-ITS/</a>), which provides an inventory of ITS deployments in the Bay Area; a framework for integrating ITS systems within the Bay Area; and conceptual diagrams of individual projects' systems and integration paths.</p>	<p>Typically, signal projects are funded with local STP, CMAQ, TFCA, or sales tax funds. Through 2013, MTC's Program for Arterial System Synchronization (PASS) for regional arterial projects provided ~1M/year for development and implementation of signal timing plans.</p> <p>Starting in 2015, MTC will administer the Next Generation Arterial Operations Program. "Next Gen" will provide up to \$3M annually in federal funds for adaptive traffic control systems and active traffic management strategies (transit signal priority, real time traffic monitoring, queue jump lanes, etc) that improve arterial operations.</p>	<p>2015 will be the first year for administration of the Next Gen funding program.</p>
<b>Incident Management</b>	<p>MTC chairs a Bay Area Incident Management Task Force (IMTF). The Task Force is a staff committee of the Freeway Management Executive Committee (FMEC), a policy committee of executive staff of Caltrans, CHP and MTC. <a href="http://www.timbayarea.org">www.timbayarea.org</a></p>	<p>Sources include Caltrans' operating funds (for Caltrans services); regional vehicle registration fees; CMAQ; and FPI. Specialized Incident Management programs led by local agencies are funded by local funds and Express lane revenues.</p>	<p>A point of negotiation is the reimbursement to CHP and Caltrans for incident management on Express Lanes facilities.</p>
<b>Changeable Message Signs with Queue Warnings</b>	<p>Unknown</p>	<p>Where standalone, Caltrans has funded these systems through their operations budget. Where part of a larger corridor strategy, Caltrans will likely seek reimbursement for the capital and operating costs of changeable message signs, including queue warnings.</p>	<p>N/A</p>
<b>Ramp Metering</b>	<p>Unknown</p>	<p>When Caltrans is the lead agency, the capital and operating costs of ramp meters are borne by Caltrans. When a different agency is lead, that agency bears the capital costs, typically through the funding program for the larger project that the meters are a part of. MTC's Freeway Performance Initiative program can fund the capital cost of ramp meters. In these situations, Caltrans will seek reimbursement for the operating costs.</p>	<p>N/A</p>

Potential Strategies	Physical / Technical Does this strategy exist on the corridor?	Institutional - Approvals - what agenc(ies) have approval authority? What is the approval process?	Institutional - Agency Lead - What agencies are lead in project development? I ownership and operation?
<b>Adaptive Ramp Metering (ARM)</b>	Adaptive ramp metering is a new strategy for the Bay Area; the first applications of this strategy will be as part of the I-80 Smart Corridor Project (Integrated Corridor Mobility, or ICM) in the east bay, and in San Mateo County on US 101 and SR 82 as part of the El Camino Real SMART Corridor Project.	Caltrans has approval authority via Ramp Metering Agreements, typically executed with the local jurisdiction that is adjacent to the ramp. If ramp metering is part of a larger project, the Agreement will be executed with the lead agency on the larger project. The Ramp Metering Agreement defines the metering rates. Approval process includes the federal systems engineering Vee process and a Caltrans PID.	The I-80 SMART Corridor project was led by Alameda CTC, and is a cooperative effort between The California Department of Transportation (Caltrans); the ten municipalities along the corridor AC Transit; WestCAT; Alameda County Transportation Commission (Alameda CTC); Contra Costa County Transportation Authority (CCTA); West Contra Costa Transportation Advisory Committee (WCCTAC); and the Metropolitan Transportation Commission. Caltrans typically retains ownership of the equipment.  Per Frank: "For the I-80 ICM project, while the lead agency was the AC CTC, Caltrans was steadfast in the requirement that the operational authority remain with Caltrans."
<b>Dynamic Lane Use Control, including Merge/Shoulder</b>	US-101 and I-280 do not employ this strategy today. The I-80 Smart Corridor project will have the ability to use dynamic lane control through the use of gantry mounted lane control signs.	Caltrans; approval process includes the federal systems engineering Vee process and a Caltrans PID.	The I-80 SMART Corridor project is an example of agency roles and responsibilities in project development for this type of strategy.
<b>Dynamic Speed Limits / Advisories</b>	US-101 and I-280 do not employ this strategy today. The I-80 Smart Corridor project will be the first application of this strategy in the Bay Area; the limits will be advisory only.	Caltrans has approval authority; an agreement with CHP is required to identify the enforcement approach	The I-80 SMART Corridor project is an example of agency roles and responsibilities in project development for this type of strategy; CI will provide enforcement.
<b>High Occupancy Vehicle (HOV) Conversion</b>	<ul style="list-style-type: none"> <li>- The Bryant/Essex street on-ramp to eastbound I-80 in downtown San Francisco has an HOV2+ bypass lane.</li> <li>- Between 1975 and 1989, Caltrans operated a southbound HOV3 lane on I-180 in San Francisco between Sixth Street and the Alemany interchange with US-101. Caltrans converted the lane back to mixed flow operation following the freeway closures caused by the Loma Prieta earthquake.</li> <li>- The San Mateo C/CAG is developing at least one HOV configuration for US101 between the Santa Clara County line and Interstate 380. The project is currently preparing a PID document.</li> <li>- VTA operates 36 miles of HOV lanes on US 101 from San Mateo County line to Morgan Hill in Santa Clara County.</li> </ul>	<p>FHWA approval is required to designate right of way on interstate route as an HOV. For routes on the State Highway System, California Vehicle Code Section 21655.5 gives Caltrans the authority to designate a lane as HOV; this code also requires Caltrans to obtain the MPO (MTC's) and/or county transportation commission's approval.</p> <p>Caltrans requires a PID document (PSR and PR) for a project of this magnitude.</p>	<ul style="list-style-type: none"> <li>- When local funds are the main funding source, the local agency often lead project development. In the Bay Area, Alameda, Contra Costa, Santa Clara, San Mateo and Solano agencies have all led HOV projects. In Alameda County, the City of Fremont was designated the lead agency for a portion of the I-880 HOV lane project. Caltra will allow a local agency to be the lead in project development provided they can meet the oversight requirements that are specified in the Caltrans design manual and the Caltrans Cooperative Agreement that is required for design of the facility.</li> <li>- Caltrans owns and operates all HOV facilities in the Bay Area (HOV Express Lanes are different; see next row), regardless of which agency led/leads project development; this is because Caltrans is the only agency with legislative authority to do so. No legislation has been passed in California that authorizes an agency other than Caltrans to "implement and operate" an HOV lane. Express lanes are different; see next row.</li> </ul>
<b>Congestion Pricing/HOT Conversion</b>	<ul style="list-style-type: none"> <li>- A congestion pricing toll is authorized for Treasure Island; the project is in the systems engineering phase.</li> <li>- No HOT/Express Lanes exist today on 101 or 280. Elsewhere in the Bay Area, HOT/Express Lanes are in place along I-880/SR-237, operated by VTA; and on I-680, operated by Sunol JPA. Additional HOT / Express Lanes are under construction on I-580, to be operated by the Alameda CTC (opening in 2015) and on I-680 in Contra Costa County, to be operated by BAIFA.</li> <li>- VTA is planning to convert 36 miles of US 101 into Express Lanes. The project is currently in the Design phase, and is expected to be open in Late 2018.</li> <li>- MTC and CCAG are currently studying the feasibility of Express Lanes on US101 in San Mateo, between the Santa Clara County line and Interstate 380.</li> </ul>	<ul style="list-style-type: none"> <li>- A federal tolling agreement is required for tolling on interstate highways. FHWA also requires that Express Lanes projects follow the Federal Systems Engineering "Vee" process.</li> <li>- State legislative authority is required for implementing a toll facility in California. State law prohibits converting mixed use lanes directly into Express Lanes; only HOV lanes may be converted into HOT or Express Lanes.</li> <li>- Caltrans must approve a PID document for Express Lanes. In San Francisco, this would also likely require Caltrans approval of design exceptions.</li> <li>- VTA tolling authority (and Alameda's) was originally specified in AB 2032 (Dutra 2004) which added sections 149.5 (Sunol JPA) and 149.6 (VTA) to the Streets and Highway Code allowing demonstration HOT lane projects. AB 574 (Torrico 2007) made these projects permanent.</li> <li>- AB 1467 in 2006 allowed regional transportation agencies to request approval from the CTC to operate HOT lanes.</li> <li>- MTC obtained the authority from CTC in 2011 to develop and operate 270 miles of express lanes in Bay Area in 2011 (AB 1467, 2006). In April 2013 MTC delegated this authority to "develop and operate" to BAIFA through a cooperative agreement. BAIFA was formed in 2006 by MTC and BATA to finance the state contribution to the bridge seismic program and "to plan, develop and fund transportation related projects." The BAIFA Board has representatives from MTC, BATA, and Alameda, Contra Costa, and Solano Counties.</li> <li>- In 2010, AB 798 established the California Transportation Finance Authority (CTFA), which was granted the power to authorize Caltrans or other regional transportation agencies to use tolls as a means of financing a transportation facility.</li> </ul>	<ul style="list-style-type: none"> <li>- SFCTA, as the Treasure Island Mobility Management Agency, has authority to own and operate the TI congestion pricing program through AB980 (2008) and AB141 (2014).</li> <li>- The I-680 Express Lanes are operated by Sunol JPA. Caltrans owns the right of way; the Sunol JPA owns the tolling equipment. This arrangement also applies to the Express Lanes operated by VTA. Similarly, the I-580 Express Lanes will be owned by Caltrans and operated by Alameda CTC. The Sunol JPA and Santa Clara both operate in a similar manner: these agencies have operational control and day to day responsibilities for the staffing, setting of tolls and maintenance of toll related equipment. Each has an agreement with Caltrans specifying roles and responsibilities; in these cases, Caltra maintains the pavement.</li> </ul>

Potential Strategies	Institutional - Coordination What institutional mechanisms exist to coordinate around this strategy?	Financial How is the capital and O&M of this strategy funded?	Policy Are policy changes currently being considered that would affect the application of this strategy in SF?
<b>Adaptive Ramp Metering (ARM)</b>	Unknown	The I-80 Smart Corridor Project is funded by state CMIA funds, the Traffic Light Synchronization Program, Alameda County Measure B funds, and Contra Costa County Measure J funds. This is an "actively" managed project, requiring staff to monitor and provide oversight. For projects of this type (with an ongoing operations obligation) that are sponsored by a local agency, Caltrans will require a funding plan to cover Caltrans oversight and operations costs. An annual operating agreement will be required specifying the roles and responsibilities and budget.	N/A
<b>Dynamic Lane Use Control, including Merge/Shoulder</b>	Unknown	The I-80 Smart Corridor Project is an example of how this type of strategy can be funded when part of a larger package of improvements.	N/A
<b>Dynamic Speed Limits / Advisories</b>	Unknown	The I-80 Smart Corridor Project is an example of how this type of strategy can be funded when part of a larger package of improvements.	N/A
<b>High Occupancy Vehicle (HOV) Conversion</b>	A Committee comprised of Caltrans, MTC and CHP oversees HOV lanes management in the Bay Area; another name for this Cmte is the Freeway Mgmt Executive Cmte. Historically, the Committee reviews and approves requests to modify Bay Area HOV lane policies (e.g., hours of operation, eligibility) to meet the legislative requirement of CVC 21655.6. A staff level version of this Cmte will oversee the technical aspects of the MLIP.	Traditional state fund sources such as STIP funds – both county share and inter-regional share – have been used to fund HOVs throughout the state. Federal CMAQ and STP funds have also been used. One-time state programs such as Corridor Mobility Improvement Account (CMIA) and Traffic Congestion Relief Program (TCRP) have also provided HOV funding. As the availability of state and federal funds has decreased, development of HOV facilities as been increasingly dependent on local funding for development and construction. These funds are primarily county sales tax measures but also may include developer impact fees and other local funds.	Caltrans is updating Deputy Directive 43 (Managed Lanes) that outlines roles, responsibilities and implementation requirements, and states the policy purpose for managed lanes on the SHS.
<b>Congestion Pricing/HOT Conversion</b>	<ul style="list-style-type: none"> <li>- The California Toll Operators Committee (CTOC) is responsible for coordinating and setting interoperability guidelines for California Toll Facilities. The SFCTA joined CTOC in 2014.</li> <li>- The Express Lanes Executive Steering Committee has a similar function for the Bay Area Express Lane network. The Committee has several Technical Working Groups. The SFCTA joined the ESC in 2014.</li> <li>- The "HOV Committee" (see above) will provide staff and executive oversight of the MLIP.</li> </ul>	<ul style="list-style-type: none"> <li>- Capital Costs – Project development and capital costs for have been funded with VPPP, local sales tax and other state and federal discretionary funds. O&amp;M Costs – Funded by toll revenues, typically with supplemental funding for operations during the initial years. The cost of services provided by other agencies - e.g., BATA for transaction processing; CHP for incident management; Caltrans for pavement maintenance - is negotiated. E.g., on the I-680 and I-880 Express Lanes, a portion of the Caltrans maintenance is reimbursed by the operating agencies per agreement.</li> <li>- Current proposed legislation, AB 194, would require that (1) HOT revenues pay for maintenance, administration, and operation of HOT lanes, and (2) that any remaining HOT revenues be spent within the corridor they are generated.</li> </ul>	<ul style="list-style-type: none"> <li>- SB 983, failed 2014 legislation, would have removed the limit on the number of allowable HOT facilities in CA; limited the implementation and operation of new HOT lanes to the RTA (MTC) and VTA; and prohibited the conversion of mixed use lanes into HOT lanes, among other provisions. Current proposed legislation, AB 194, is identical to SB 983.</li> <li>- The California State Transportation Agency (CalSTA) issued a White Paper in January 2015, titled "Tolling and Pricing for Congestion Management and Transportation Infrastructure Financing," with recommendations on: use of tolling to manage congestion and fund transportation infrastructure. It also proposes new legislation that would provide for the CTFA to authorize tolling for mobility management, not just financing.</li> </ul>



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RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH S&C ENGINEERS, INC. BY \$118,340, TO A TOTAL AMOUNT NOT TO EXCEED \$669,040, FOR CONSTRUCTION MANAGEMENT SERVICES; AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONDITIONS; AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$1,081,660 TO A TOAL AMOUNT NOT TO EXCEED \$1,482,460 FOR THE FOLSOM AND FREMONT STREET OFF-RAMP REALIGNMENT PROJECT; AND REVISING THE AMENDED FISCAL YEAR 2014/15 BUDGET TO INCREASE REVENUES BY \$1,200,000 AND INCREASE EXPENDITURES BY \$1,200,000

WHEREAS, The San Francisco Office of Investment and Infrastructure (OCII), Successor Agency to the Redevelopment Agency, requested that the Transportation Authority, as Congestion Management Agency for San Francisco, be the lead agency in the implementation of the Folsom and Fremont Street Off-Ramp Realignment Project (project); and

WHEREAS, The Folsom Street off-ramp provides a San Francisco exit from the Bay Bridge, currently touching down at Folsom and Fremont Streets; and

WHEREAS, The OCII has an agreement with the California Department of Transportation (Caltrans) to realign the ramp to provide for a more functional intersection consistent with the area's redevelopment plan; and

WHEREAS, In November 2013, the OCII Commission approved a Memorandum of Agreement (MOA) for \$2,883,900 to fully reimburse the Transportation Authority for all project management, administrative, construction management, and construction costs associated with the project; and

WHEREAS, In November 2013, we awarded a professional services contract to S&C



Engineers, Inc. (S&CE) for construction management support services for the project, in an amount not to exceed \$420,700; and

WHEREAS, In June 2014, we awarded a construction contract to O.C. Jones & Sons, Inc. (OCJ) in an amount not to exceed \$1,984,468, with an additional construction allotment of \$187,000; and

WHEREAS, On February 17, 2015, the OCII approved Amendment 1 to this MOA, increasing the total amount to \$3,479,541 for additional design, construction management, and construction change order costs; and

WHEREAS, This amendment included provisions to increase the S&CE contract to \$550,700, and increase the construction allotment to \$400,800, with an additional \$115,000 provided to cover OCJ costs to handle and dispose of oil-contaminated materials excavated within the project site; and

WHEREAS, Unforeseen contaminated materials were discovered on the project site, some of which have already been excavated and stockpiled on the site; and

WHEREAS, The cost to properly dispose of the contaminated materials is borne by OCII as the project sponsor; and

WHEREAS, Some of the construction activity has been delayed due to the location of the contaminated soil stockpile and cannot proceed until the material has been removed; and

WHEREAS, The estimated additional cost to properly handle and dispose of the contaminated materials is \$1,000,000; additional time extension carrying costs are estimated at \$200,000; and

WHEREAS, On March 17, 2015, OCII approved Amendment 2 to the MOA, adding a total of \$1,200,000 to the total project budget with the stipulation that \$1,000,000 shall be used for handling and disposal of the contaminated materials, and the \$200,000 time extension carrying costs

be allocated \$64,580 to OCJ, \$118,340 to SCE, and \$17,080 to the Transportation Authority; and

WHEREAS, We recommend amending the S&CE contract by \$118,340 for time extension carrying costs and increasing the construction allotment by \$1,081,660 for contract change orders and additional Transportation Authority staff oversight; and

WHEREAS, This estimate is over and above the construction allotment of \$400,800 previously approved through Resolutions 14-84 and 15-32; and

WHEREAS, This contract amendment will be 100% reimbursed by OCII, and if approved, this will revise the first Fiscal Year (FY) 2014/15 mid-year budget amendment and would add \$1,200,000 to both revenues and expenditures; and

WHEREAS, Sufficient funds will be included in the FY 2015/16 budget to cover the remaining cost of this contract; and

WHEREAS, The subject request was not presented to the Finance Committee for consideration at its March 10, 2015 meeting since evaluation of disposal options and associated costs for the contaminated materials was still underway, and is therefore being brought directly to the Transportation Authority Board for review and approval in order to avoid any additional delay cost and schedule impacts; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the professional services contract with S&C Engineers, Inc. by \$118,340, to a total amount not to exceed \$669,040, for construction management services; and be it further

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$1,081,660 to a total amount not to exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and be it further

RESOLVED, That the Transportation Authority hereby revises the amended Fiscal Year 2014/15 budget to increase revenues by \$1,200,000 and increase expenditures by \$1,200,000; and be



it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, “non-material” shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

Attachments (3):

- A. Cost Schedule
- B. Second Proposed FY 2014/15 Budget Amendment
- C. Second Proposed FY 2014/15 Budget Amendment Line Item Detail



## Attachment A: Cost Schedule

DESCRIPTION	ORIGINAL CONTRACT AMOUNT	REVISIONS JAN 2015 (OCII MOA AMEND. #1)	REVISIONS MAR 2015 (OCII MOA AMEND. #2)	REVISED CONTRACT AMOUNT
Construction Contract – OCJ	\$1,984,468	\$115,000*	-	\$2,099,468
Engineering Support – Mark Thomas & Co**	\$117,231	\$66,841	-	\$184,072
S&C Engineers, Inc:  Construction Management and Inspection; Construction Testing; Construction Surveying – S&CE Contract Extension Carrying Costs – S&CE	\$420,700	\$130,000	\$118,340	\$669,040
Agreements with SFMTA and SFDPW	\$68,055	-	-	\$68,055
SFCTA Project Management and Administration	\$106,446	\$70,000	-	\$176,446
Construction Allotment (Project Reserve) Contaminated Material Removal and Disposal Contract Extension Carrying Costs – OCJ Contract Extension Carrying Costs - TA	\$187,000	\$213,800	\$1,000,000 \$64,580 \$17,080	\$1,482,460
<b>TOTAL MOA AMOUNT (NOT TO EXCEED)</b>	<b>\$2,883,900</b>	<b>\$595,641</b>	<b>\$1,200,000</b>	<b>\$4,679,541</b>

\* Resolution 15-32 approved a contract amendment of \$348,000 but subsequent action by the OCII on February 17, 2015, reduced the total budget amount, thereby reducing this amount to \$115,000.

\*\* The professional services contract with Mark Thomas & Company includes design services for this project, with a total not-to-exceed budget of \$665,022.



**San Francisco County Transportation Authority  
Attachment B**

**Second Proposed Fiscal Year 2014/15 Budget Amendment**

**Proposed Budget by Fund**

	Proposed Budget by Fund					Increase/ (Decrease)	Adopted Budget Fiscal Year 2014/15
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program		
<b>Revenues:</b>							
Sales Tax Revenues	\$ 98,823,000	\$ -	\$ -	\$ -	\$ -	\$ 6,996,809	\$ 91,826,191
Vehicle Registration Fee	-	-	-	4,727,718	-	-	4,727,718
Interest Income	340,233	-	2,677	3,280	-	(45,816)	392,006
Federal/State/Regional Revenues*	1,467,048	46,026,656	749,793	-	1,105,423	(2,786,509)	52,135,429
Other Revenues	5,636,081	34,536	-	-	-	(4,603)	5,675,220
<b>Total Revenues</b>	<b>106,266,362</b>	<b>46,061,192</b>	<b>752,470</b>	<b>4,730,998</b>	<b>1,105,423</b>	<b>4,159,881</b>	<b>154,756,564</b>
<b>Expenditures:</b>							
Capital Projects Costs*	130,249,492	43,243,711	983,056	10,458,813	432,529	(29,125,358)	214,492,959
Administrative Operating Costs	6,924,839	2,002,589	37,355	286,387	479,534	574,704	9,156,000
Debt Service	1,786,600	-	-	-	-	-	1,786,600
<b>Total Expenditures</b>	<b>138,960,931</b>	<b>45,246,300</b>	<b>1,020,411</b>	<b>10,745,200</b>	<b>912,063</b>	<b>(28,550,654)</b>	<b>225,435,559</b>
<b>Other Financing Sources (Uses):</b>							
	1,008,252	(814,892)	-	-	(193,360.00)	-	-
<b>Net Change in Fund Balance</b>	<b>\$ (31,686,317)</b>	<b>\$ -</b>	<b>\$ (267,941)</b>	<b>\$ (6,014,202)</b>	<b>\$ -</b>	<b>\$ 32,710,535</b>	<b>\$ (70,678,995)</b>
Budgetary Fund Balance, as of July 1	\$ (56,173,557)	\$ -	\$ 756,482	\$ 11,025,549	\$ -	N/A	\$ (104,312,305)
Budgetary Fund Balance, as of June 30	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	N/A	\$ (174,991,300)

\*Note: Shaded amounts include recommendation to amend revenues and expenditures by a total of \$1.2 million for the Folsom and Fremont Street Off-Ramp



**San Francisco County Transportation Authority  
Attachment C  
Second Proposed Fiscal Year 2014/15 Budget Amendment  
Line Item Detail**

	Proposed Budget Amendment by Fund										Increase (Decrease)	Adopted Budget FY 2014/15 Total
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle		Treasure Island Mobility Management Agency Program	Second Proposed Amended Budget FY 2014/15 Total					
				Registration Fee For Transportation Improvements Program	Registration Fee For Transportation Improvements Program							
<b>Revenues:</b>												
Sales Tax Revenues	\$ 98,823,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,823,000	\$ -	\$ -	\$ -	\$ 6,996,809	\$ 91,826,191
Vehicle Registration Fee	-	-	-	4,727,718	-	-	4,727,718	-	-	-	-	4,727,718
Interest Income	340,233	-	2,677	3,280	-	-	346,190	-	-	-	(45,816)	392,006
Federal/State/Regional Revenues												
Federal Congestion Mitigation and Air Quality (CMAQ) Program: eFleet	-	896,598	-	-	-	-	896,598	-	-	-	479,023	417,575
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	191,831	-	-	-	-	191,831	-	-	-	57,739	134,092
Federal FHWA Transit Reliability Research	-	-	-	-	-	-	-	-	-	-	(75,985)	75,985
Federal Geneva-Harvey Bus Rapid Transit Feasibility Study	-	205,500	-	-	-	-	205,500	-	-	-	(57,716)	263,216
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement Project	-	30,975,180	-	-	-	-	30,975,180	-	-	-	(6,517,869)	37,493,049
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	2,322,585	-	-	-	-	2,322,585	-	-	-	(215,127)	2,537,712
Federal San Francisco Parking Pricing and Regulation Study	-	332,209	-	-	-	-	332,209	-	-	-	81,193	251,016
Federal Small Smart Funds (from SFMTA): Van Ness Avenue Bus Rapid Transit	-	208,159	-	-	-	-	208,159	-	-	-	176,820	31,339
Federal Strategic Highway Research Program	-	61,975	-	-	-	-	61,975	-	-	-	61,975	-
Federal Surface Transportation Program 3% Revenue	10,609	955,937	-	-	-	-	966,546	-	-	-	-	966,546
Federal Treasure Island Mobility Management Priority Development	-	-	-	-	-	476,000	476,000	-	-	-	348,183	127,817
Federal Value Pricing Pilot Program: Treasure Island Mobility	-	-	-	-	-	329,423	329,423	-	-	-	(40,559)	369,982
State Planning, Programming & Monitoring SB45 Funds	-	161,000	-	-	-	-	161,000	-	-	-	-	161,000
State Potrero Hill Community-Based Transportation Plan	-	56,856	-	-	-	-	56,856	-	-	-	(3,218)	60,074
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	3,989,421	-	-	-	-	3,989,421	-	-	-	(868,201)	4,857,622
State TCRP Presidio Parkway	48,310	-	-	-	-	-	48,310	-	-	-	48,310	-
Regional Agency (C/CAG, SamTrans) Contributions - Geneva-Harvey Bus Rapid Transit	-	-	-	-	-	-	-	-	-	-	(43,579)	43,579
Regional MTC - Chinatown Community-Based Transportation Plan	-	21,000	-	-	-	-	21,000	-	-	-	(30,726)	51,726
Regional MTC - Potrero Hill Community-Based Transportation Plan	-	60,000	-	-	-	-	60,000	-	-	-	23,956	36,044
Regional MTC - Presidio Parkway (ABI171)	1,408,129	-	-	-	-	-	1,408,129	-	-	-	1,408,129	-
Regional MTC - San Francisco Parking Pricing and Regulation Study (MTC)	-	60,000	-	-	-	-	60,000	-	-	-	28,623	31,377
Regional San Francisco (OCII) - Folsom Street Ramps *	-	4,492,114	-	-	-	-	4,492,114	-	-	-	1,783,377	2,708,737
Regional San Francisco (OEWD) - Late Night Transportation	-	40,000	-	-	-	-	40,000	-	-	-	40,000	-
Regional San Francisco (Planning) - Transportation Sustainability Program	-	17,451	-	-	-	-	17,451	-	-	-	-	17,451
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	200,000	-	-	-	-	200,000	-	-	-	200,000	-
Regional San Francisco (SFMTA) - 19th Avenue M-Ocean View	-	436,801	-	-	-	-	436,801	-	-	-	31,100	405,701
Regional San Francisco (SFMTA) - Waterfront Transportation Assessment	-	140,368	-	-	-	-	140,368	-	-	-	79,499	60,869
Regional San Francisco (SFPUC) - 19th Avenue City-Combined Project	-	160,000	-	-	-	-	160,000	-	-	-	160,000	-
Regional TFCA Match Transportation Demand Management Partnership Project	-	34,419	-	-	-	-	34,419	-	-	-	(1,385)	35,804
Regional (Planning, SFE, SFMTA) - Travel Demand Management Partnership Project	-	7,252	-	-	-	-	7,252	-	-	-	7,252	-
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	-	300,000	300,000	-	-	-	50,000	250,000
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	749,793	-	-	-	749,793	-	-	-	2,677	747,116
Other Revenues												
Local Match: City CarShare eFleet Carsharing Electrified	-	26,169	-	-	-	-	26,169	-	-	-	5,179	20,990
Private Contributions: 19th Avenue M-Ocean View	-	8,367	-	-	-	-	8,367	-	-	-	(31,633)	40,000
San Francisco Dept of Environment - Bicycle Racks/Shower Facilities	23,851	-	-	-	-	-	23,851	-	-	-	21,851	2,000
Sublease of Office Space	38,184	-	-	-	-	-	38,184	-	-	-	-	38,184
TIDA Loan Reimbursement - YBI Interchange Improvement Project	5,574,046	-	-	-	-	-	5,574,046	-	-	-	-	5,574,046
<b>Total Revenues</b>	<b>106,266,362</b>	<b>46,061,192</b>	<b>752,470</b>	<b>4,730,998</b>	<b>1,105,423</b>	<b>158,916,445</b>	<b>154,756,564</b>	<b>4,159,881</b>	<b>4,159,881</b>	<b>4,159,881</b>	<b>154,756,564</b>	<b>154,756,564</b>

**San Francisco County Transportation Authority  
Attachment C  
Second Proposed Fiscal Year 2014/15 Budget Amendment  
Line Item Detail**



	Proposed Budget Amendment by Fund						Second Proposed Amended Budget FY 2014/15 Total	Increase (Decrease)	Adopted Budget FY 2014/15 Total
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program				
<b>Expenditures:</b>									
Capital Project Costs									
Individual Project Grants, Programs & Initiatives	125,000,000	-	983,056	10,458,813	-	-	(24,826,815)	161,268,684	
Technical Professional Services *	5,249,492	43,243,711	-	-	432,529	-	(4,298,543)	53,224,275	
Administrative Operating Costs									
Personnel Expenditures									
Salaries	2,745,014	1,146,132	25,330	74,380	319,714	-	286,924	4,023,646	
Fringe Benefits	1,299,902	571,303	12,025	35,309	142,120	-	272,054	1,788,605	
Pay for Performance	179,245	-	-	-	-	-	15,726	163,519	
Non-personnel Expenditures									
Administrative Operations	2,372,278	285,154	-	176,698	17,700	-	-	2,851,830	
Equipment, Furniture & Fixtures	258,000	-	-	-	-	-	-	258,000	
Commissioner-Related Expenses	70,400	-	-	-	-	-	-	70,400	
Debt Service									
Interest and Fiscal Charges	1,786,600	-	-	-	-	-	-	1,786,600	
<b>Total Expenditures</b>	<b>138,960,931</b>	<b>45,246,300</b>	<b>1,020,411</b>	<b>10,745,200</b>	<b>912,063</b>	<b>196,884,905</b>	<b>(28,550,654)</b>	<b>225,435,559</b>	
<b>Other Financing Sources (Uses):</b>									
Transfers in - Prop K Match to Grant Funding	1,008,252	-	-	-	-	-	(1,131,778)	2,140,030	
Transfers out - Prop K Match to Grant Funding	-	(814,892)	-	-	(193,360)	(1,008,252)	1,131,778	(2,140,030)	
<b>Total Other Financing Sources (Uses)</b>	<b>1,008,252</b>	<b>(814,892)</b>	<b>-</b>	<b>-</b>	<b>(193,360)</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Net Change in Fund Balance</b>	<b>\$ (31,686,317)</b>	<b>\$ -</b>	<b>\$ (267,941)</b>	<b>\$ (6,014,202)</b>	<b>\$ -</b>	<b>\$ (37,968,460)</b>	<b>\$ 32,710,535</b>	<b>\$ (70,678,995)</b>	
Budgetary Fund Balance, as of July 1	\$ (56,173,557)	\$ -	\$ 756,482	\$ 11,025,549	\$ -	\$ (44,391,526)	N/A	\$ (104,312,305)	
Budgetary Fund Balance, as of June 30	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	\$ (82,359,986)	N/A	\$ (174,991,300)	

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency  
Fund Reserved for Program and Operating Contingency \$ 9,182,619 \$ - \$ 472,772 \$ - \$ 9,655,391

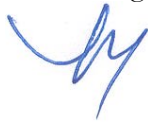
\*Note: Shaded amounts include recommendation to amend revenues and expenditures by a total of \$1.2 million for the Folsom and Fremont Street Off-Ramp Realignment Project.




# Memorandum

**Date:** 03.19.15 **RE:** Transportation Authority Board  
March 24, 2015

**To:** Transportation Authority Board: Commissioners Wiener (Chair), Cohen (Vice Chair), Avalos, Breed, Campos, Christensen, Farrell, Kim, Mar, Tang and Yee

**From:** Lee Saage – Deputy Director for Capital Projects 

**Through:** Tilly Chang – Executive Director 

**Subject:** **ACTION** – Increase the Amount of the Professional Services Contract with S&C Engineers, Inc. by \$118,340, to a Total Amount Not to Exceed \$669,040, for Construction Management Services; Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions; Authorize an Additional Construction Allotment of \$1,081,660 to a Total Amount Not to Exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and Revise the Amended Fiscal Year 2014/15 Budget to Increase Revenues by \$1,200,000 and Increase Expenditures by \$1,200,000

## Summary

As the Congestion Management Agency for San Francisco, the Transportation Authority is the lead agency in the implementation of the Folsom and Fremont Street Off-Ramp Realignment Project (project), implementing the project on behalf of the San Francisco Office of Investment and Infrastructure (OCII), Successor Agency to the Redevelopment Agency. Under agreements with OCII, we have entered into contracts with Mark Thomas & Company, Inc. for engineering design services, S&C Engineers, Inc. (S&CE) for construction management support services, and O.C. Jones & Sons, Inc. (OCJ) for construction services. Unforeseen contaminated materials were discovered on the project site and the cost to properly dispose of the materials is a project cost, borne by OCII as the project sponsor, and exceeds the current construction contract project reserves. In addition, project delays due to the hazardous materials require extending the construction duration and associated carrying costs for project oversight. We recommend amending the S&CE contract to account for the time extension carrying costs and increasing the project reserves to address the additional costs related to the contaminated materials. These increases are consistent with the amendment to our existing Memorandum of Agreement with OCII to fully reimburse the Transportation Authority for project management, administrative, construction management, and construction services approved by the Commission on Community Investment and Infrastructure (CCII) on March 17, 2015. **We are seeking a recommendation to increase the amount of the professional services contract with S&CE by \$118,340, to a total amount not to exceed \$669,040, for construction management services; authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions; and authorize an additional construction allotment of \$1,081,660 to a total amount not to exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and revise the amended Fiscal Year 2014/15 budget to increase revenues by \$1,200,000 and increase expenditures by \$1,200,000.**

## BACKGROUND

The San Francisco Office of Investment and Infrastructure (OCII), Successor Agency to the Redevelopment Agency, requested that the Transportation Authority, as Congestion Management Agency for San Francisco, be the lead agency in the implementation of the Folsom and Fremont Street Off-Ramp Realignment Project (project). This project is a major component of the Streetscape and Open Space Plan for the Transbay Redevelopment Project Area. The Folsom Street off-ramp provides a

San Francisco exit from the Bay Bridge, currently touching down at Folsom and Fremont Streets. The OCII has an agreement with the California Department of Transportation (Caltrans) to realign the ramp to provide for a more functional intersection consistent with the area's redevelopment plan. The reconfigured ramp will be parallel to the Fremont Street exit while remaining within the existing right-of-way.

On November 19, 2013, the OCII Commission approved a Memorandum of Agreement (MOA) for \$2,883,900 to fully reimburse the Transportation Authority for all project management, administrative, construction management, and construction costs associated with the project. In November 2013, we awarded a professional services contract to S&C Engineers, Inc. (S&CE) for construction management support services for the project, in an amount not to exceed \$420,700. In June 2014, we awarded a construction contract to O.C. Jones & Sons, Inc. (OCJ) in an amount not to exceed \$1,984,468, with an additional construction allotment of \$187,000.

On February 17, 2015, the OCII approved Amendment 1 to this MOA, increasing the total amount to \$3,479,541 for additional design, construction management, and construction change order costs. This amendment included provisions to increase the S&CE contract to \$550,700, and increase the construction allotment to \$400,800, with an additional \$115,000 provided to cover OCJ costs to handle and dispose of oil-contaminated materials excavated within the project site.

## **DISCUSSION**

Unforeseen contaminated materials were discovered on the project site, some of which have already been excavated and stockpiled on the site. OCII and the Transportation Authority have considered different options to deal with the contaminated materials, but have determined that the only available option is to transport the contaminated materials to an appropriate disposal facility. The cost to properly dispose of the contaminated materials is borne by OCII as the project sponsor.

Some of the construction activity has been delayed due to the location of the contaminated soil stockpile and cannot proceed until the material has been removed. At this time, S&CE estimates the total contract extension to be 61 working days. Final determination of delay is subject to negotiation by the Transportation Authority with OCJ and concurrence by OCII.

The estimated additional cost to properly handle and dispose of the contaminated materials is \$1,000,000. Additional time extension carrying costs are estimated at \$200,000. On March 17, 2015, OCII approved Amendment 2 to the MOA, adding a total of \$1,200,000 to the total project budget with the stipulation that \$1,000,000 shall be used for handling and disposal of the contaminated materials, and the \$200,000 time extension carrying costs be allocated \$64,580 to OCJ, \$118,340 to SCE, and \$17,080 to the Transportation Authority.

We recommend amending the S&CE contract by \$118,340 for time extension carrying costs and increasing the construction allotment by \$1,081,660 for contract change orders and additional Transportation Authority staff oversight. This estimate is over and above the construction allotment of \$400,800 previously approved through Resolutions 14-84 and 15-32. The original contract costs and adjusted contract costs are shown in Attachment A.

The subject request was not presented to the Finance Committee for consideration at its March 10, 2015 meeting since evaluation of disposal options and associated costs for the contaminated materials was still underway. We are bringing this item directly to the Transportation Authority Board for review and approval in order to avoid any additional delay cost and schedule impacts.

**Small Business Enterprise (SBE) and Disadvantaged Business Enterprise (DBE) Participation:** For the Construction Contract, at the direction of OCII, an SBE goal of 50% was established. The bid submitted by OCJ was approved by both the Transportation Authority and OCII with a SBE commitment 38.34%. It is expected that, since most of the additional services will be performed by SBE subcontractors, OCJ will exceed this commitment.

## ALTERNATIVES

1. Increase the amount of the professional services contract with S&CE by \$118,340, to a total amount not to exceed \$669,040, for construction management services; authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions; and authorize an additional construction allotment of \$1,081,660 to a total amount not to exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and revise the amended Fiscal Year 2014/15 budget to increase revenues by \$1,200,000 and increase expenditures by \$1,200,000, as requested.
2. Increase the amount of the professional services contract with S&CE by \$118,340, to a total amount not to exceed \$669,040, for construction management services; authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions; and authorize an additional construction allotment of \$1,081,660 to a total amount not to exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and revise the amended Fiscal Year 2014/15 budget to increase revenues by \$1,200,000 and increase expenditures by \$1,200,000, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The subject request was not presented to the CAC for consideration at its February 25, 2015 meeting since evaluation of disposal options and associated costs for the contaminated materials were still underway.

## FINANCIAL IMPACTS

This contract amendment will be 100% reimbursed by OCII, and if approved, this will revise the first Fiscal Year (FY) 2014/15 mid-year budget amendment previously considered at Item 6 of this agenda and would add \$1,200,000 to both revenues expenditures as described above. Attachment B shows the second proposed amended FY 2014/15 mid-year budget amendment and Attachment C contains the details by line item. The project is expected to be completed in August 2015. Sufficient funds will be included in the FY 2015/16 budget to cover the remaining cost of this contract.

## RECOMMENDATION

Increase the amount of the professional services contract with S&CE by \$118,340, to a total amount not to exceed \$669,040, for construction management services; authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions; and authorize an additional construction allotment of \$1,081,660 to a total amount not to exceed \$1,482,460 for the Folsom and Fremont Street Off-Ramp Realignment Project; and revise the amended FY 2014/15 budget to increase revenues by \$1,200,000 and increase expenditures by \$1,200,000.