



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** 11:00 a.m., Tuesday, May 19, 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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1. Roll Call	
2. Approve the Minutes of the April 28, 2015 Meeting – <b>ACTION*</b>	<b>3</b>
3. Chair’s Report – <b>INFORMATION</b>	
4. Executive Director’s Report – <b>INFORMATION</b>	
 <b>Items from the Finance Committee</b>	
5. Adopt Positions on State Legislation – <b>ACTION*</b>	<b>7</b>
6. Authorize the Executive Director to: Replace the Transportation Authority’s Commercial Paper Program with a Revolving Credit Agreement (Revolver); Enter into an up-to-\$140 Million Revolver with State Street Public Lending Corporation; Enter into an Alternate Credit Facility if Negotiations with State Street are Not Successful; Amend or Enter into the Associated Legal Documents; Take All Necessary Related Actions; and Negotiate the Agreement Payment Terms and Non-Material Agreement Terms and Conditions – <b>ACTION*</b>	<b>39</b>
 <b>Items from the Plans and Programs Committee</b>	
7. Appoint John Morrison and Wells Whitney to the Citizens Advisory Committee – <b>ACTION*</b>	<b>73</b>
8. Allocate \$772,900 in Prop K Funds, with Conditions, and Appropriate \$90,000 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – <b>ACTION*</b>	<b>79</b>
 <b>Items for Direct Board Consideration</b>	
9. Recognize Lee Saage, Deputy Director for Capital Projects, for outstanding service to the Transportation Authority from 1999 to 2015 – <b>INFORMATION</b>	

10. 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.

11. Public Comment

12. Adjournment

\* Additional materials

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 28, 2015

### 1. **Roll Call**

Chair Wiener called the meeting to order at 11:06 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Campos, Cohen, Mar, Tang, Wiener and Yee (7)

Absent at Roll Call: Commissioners Farrell (entered during Item 2), Christensen and Kim (entered during Item 3) and Avalos

Commissioner Breed motioned to excuse Commissioner Avalos' absence, seconded by Commissioner Campos.

Chair Wiener excused Commissioner Avalos without objection.

### 2. **Approve the Minutes of the 24, 2015 Meeting – ACTION**

During public comment, Andrew Yip spoke on the influence of great leaders.

The minutes were adopted without objection by the following vote:

Ayes: Commissioners Breed, Campos, Cohen, Farrell, Mar, Tang, Wiener and Yee (8)

Absent: Commissioners Avalos, Christensen and Kim (3)

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

Chair Wiener reported that he recently attended the Stand Up 4 Transportation rally, which was part of a series of rallies held across the country. He said transportation leaders in cities across the United States gathered with transit agencies and advocates to publicly request that Congress reauthorize the Federal Highway Trust Fund and provide a long-term and sustainable fix to the funding situation. He said it was a very compelling and powerful rally, with leaders from around the Bay Area coming together and speaking with one voice.

Chair Wiener said a few weeks prior he also participated in a tour of various transportation projects throughout the Bay Area with a delegation from the United States Senate, along with senior staff members from different transportation authoring committees. He said the tour was an effective way to show Congress how important it was to fix the funding situation by giving them a first-hand account of which projects could be affected.

Chair Wiener stated that he recently participated in Walk to Work Day as well as Bike and Roll to School Day at McKinley Elementary School, and that these were great experiences to view the changes to the streetscape and the safety improvements that had been made since last year. He said there had been a recent announcement about a proposal from the

Metropolitan Transportation Commission to dramatically extend bike share in San Francisco and throughout the Bay Area. He said if the proposal was approved, it would increase San Francisco's bike share program to 4,500 bikes within two years, and would also significantly expand bike share in Oakland and San Jose, among other cities.

During public comment, Andrew Yip spoke on making the world a better place.

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

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

Commissioner Cohen commented that she was interested in the Plan Bay Area update and asked how the upcoming open house would be structured.

Ms. Chang responded that the open house would be hosted by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and would be an orientation to the regional planning process. She said although the region went through the planning process every four years, it was not well understood by the public. She said it affected local communities most directly through its link to the countywide transportation plan, as well as other planning activities such as the neighborhood transportation plans. Ms. Chang added that the regional plan prioritized which local projects were included for state and federal funding. She said the goal of the open house was to educate the public about the planning process so that they could be involved from the beginning.

Maria Lombardo, Chief Deputy, stated that MTC and ABAG were structuring the open house so that there were no presentations and instead attendees would tour different stations and provide feedback.

Commissioner Mar commented that the Plan Bay Area workshops were a great way to raise awareness about regional planning and to receive input from local communities. He said it was also a great process to learn how Bay Area cities were connected, and how San Francisco fit within the regional planning context for housing, jobs and transportation. Commissioner Mar stated that he looked forward to the expansion of the bike share program and appreciated that twenty percent of stations would be located in communities of concern or lower income neighborhoods, which provided an opportunity to connect different neighborhoods. He said the Bay Area Bike Share program could be a model for other regions around the country and that the program should look to the private sector for financial support.

Commissioner Mar thanked Karen Schkolnick, Air Quality Program Manager at the Bay Area Air Quality Management District, for her work on the expansion and said he recently met with Steve Heminger, Executive Director at MTC, to discuss how the program would be managed and would expand to other cities. He stated it was great that the program materials included alternative language access so that it would include different communities and immigrant populations. He said he would like to see a connection to the bus rapid transit routes along Geary Boulevard and Van Ness Avenue, and that students from the University of San Francisco had expressed interest in having access. He said he understood that the program's expansion was strategically planned for areas where there was established public transportation and to connect previously unconnected areas.

During public comment, Andrew Yip requested that the transfer time for Muni be extended to four hours.

Susan Phelan commented that the city's bicycle, parking, pedestrian and overall transportation policies were changing the demographics of the city in that more residents were Caucasian, wealthy, and well-educated. She said there had been studies showing that improvements in transportation could lead to gentrification, and that she had witnessed that in the three districts where she owns property. Ms. Phelan said she checked census statistics for the years 2000 and 2010 in these three districts which confirmed that they had more residents who were Caucasian, wealthy, and well-educated. She cautioned against continuing with these transportation policies.

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

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

There was no public comment.

This item was approved without objection by the following vote:

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

Absent: Commissioner Avalos (1)

##### **6. Award a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000 for General Legal Counsel Services, and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

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

Absent: Commissioner Avalos (1)

##### **7. Award an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000 for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park, and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

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

Absent: Commissioner Avalos (1)

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

##### **8. Allocate \$350,000 in Prop K Funds, with Conditions, and Appropriate \$53,798 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

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

Absent: Commissioner Avalos (1)

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

There were no new items or public comment.

10. **Public Comment**

There was no public comment.

11. **Adjournment**

The meeting was adjourned at 11:35 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 May 12, 2015, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language (including on Senate Bill (SB) 413 (Wieckowski) as noted in the attached matrix), and recommended positions on various bills; now, therefore, be it

RESOLVED, That the Transportation Authority does adopt a support position on Assembly Bill (AB) 35 (Chiu), AB 1335 (Atkins) and SB 413 (Wieckowski), and an oppose position on AB 156 (Perea), AB 1176 (Perea), AB 1336 (Salas) and SB 760 (Mendoza); 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**  
**May 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.

Staff is recommending new support positions on Assembly Bill (AB) 35 (Chiu), AB 1335 (Atkins), and Senate Bill (SB) 413 (Wiecekowski), and oppose positions on AB 156 (Perca), AB 1176 (Perca), AB 1336 (Salas) and SB 760 (Mendoza) this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Community revitalization authority.</b> Would authorize certain local agencies to form a community revitalization authority (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. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.	Assembly Appropriations	Watch	Formerly a Spot bill. The intent is to provide for 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 – 2 year bill	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 – 2 year bill	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 Appropriations	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.

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Bill #	Author	Description	Status	Position	Comments
<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 – 2 year bill	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.
<a href="#">AB 24</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<b>Transportation network companies: public safety requirements.</b> Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.	Assembly Appropriations	Watch	Intended to further develop the existing transportation network company regulatory statutes by requiring TNCs to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.
<a href="#">AB 28</a> Amended: 4/22/2015 <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 reflector, a solid red light, or a flashing red 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.	Assembly Appropriations	Watch	This is a new approach to bike safety that, as amended, would authorize bicyclists to have a solid or flashing red light in place of a reflector.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 35</a> Amended: 4/16/2015 <a href="#">pdf.html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Income taxes: credits: low-income housing: allocation increase.</b> This bill, for calendar years beginning 2015, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria.	Assembly Revenue and Taxation	New – Recommend Support	AB 35 would increase the state tax credit for low income housing allocation by an additional \$300 million which would allow the state to leverage an additional \$200 million in federal tax credits and at least \$400 million in federal tax-exempt bond authority annually for the creation and preservation of affordable rental homes for a broad range of lower income households through the state.
<a href="#">AB 40</a> Amended: 4/15/2015 <a href="#">pdf.html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Toll bridges: pedestrians and bicycles.</b> Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and by private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Assembly Appropriations Suspense File	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> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Allen, Travis R</a> (Dist 72)	<b>Shuttle services: loading and unloading of passengers.</b> Would 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. The bill would state that it is the intent of the Legislature to not replace public transit services.	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
<a href="#">AB 156</a> Amended: 4/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Greenhouse Gas Reduction Fund: technical assistance program.</b> This bill would require the state board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities. This bill would also require the department to include in the 3-year investment plan an allocation to the state board for that technical assistance program.	Assembly Appropriations Suspense File	New – Recommend Oppose	This bill requires the Air Resources Board (ARB) to include technical assistance funds to assist disadvantaged and low-income communities in its AB 32 Greenhouse Gas Reduction Fund (GGRF) Investment Plan.  The Metropolitan Transportation Commission has opposed this bill as the Bay Area has very few areas classified as “disadvantaged communities” and this program would redirect funds that would otherwise be directed to other transportation programs.
<a href="#">AB 162</a> Amended: 3/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez D</a> (Dist 52)	<b>State highways: wrong-way driving.</b> Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide the report to specified legislative committees on or before January 1, 2017. This bill contains other related provisions.	Senate Rules	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 194</a> Amended: 4/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>High-occupancy toll lanes.</b> Current law provides that the Department of Transportation has full possession and 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 authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified	Assembly Appropriations Suspense File	Support	The author introduced this bill for the Self-Help County Caucus 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.  Proposed amendments would permit local authority, under agreement to be responsible for environmental, design and financial studies. MPO would operate the facility.
<a href="#">AB 208</a> Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bigelow R</a> (Dist 5)	<b>Vehicles: highway: lane use.</b> Current law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make a technical, nonsubstantive change to that provision.	Assembly Consent Calendar	Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following.
<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 – 2 year bill	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 227</a> Amended: 4/15/2015 <a href="#">pdf.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 Budget	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends P3 law.
<a href="#">AB 239</a> Introduced: 2/5/2015 <a href="#">pdf.html</a>	<a href="#">Gallagher R</a> (Dist 3)	<b>Greenhouse gases: regulations.</b> Would prohibit the State Air Resources Board, 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 – 2 year bill	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
<a href="#">AB 313</a> Introduced: 2/12/2015 <a href="#">pdf.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	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.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 – 2 year bill	Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. We have met with the author's staff to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 457</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (Dist 67)	<b>High-occupancy toll lanes.</b> Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Transportation – 2 year bill	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> Amended: 4/6/2015 <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, and, if specifically authorized, other local governmental entities, 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 Second Reading - Floor	Support	Provides significant new local government sales tax capacity by setting local cap at 3%.
<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 – 2 year bill	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.

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 516</a> Amended: 4/20/2015 <a href="#">pdf.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 the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017. The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.	Assembly Appropriations	Support	This bill requires development of a statewide temporary license plate (TLP) 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. This bill is sponsored by the Metropolitan Transportation Commission (MTC) to address bridge toll revenue evasion.
<a href="#">AB 518</a> Introduced: 2/23/2015 <a href="#">pdf.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 Transportation – 2 year bill	Watch	Spot bill.
<a href="#">AB 528</a> Introduced: 2/23/2015 <a href="#">pdf.html</a>	<a href="#">Baker R</a> (Dist 16)	<b>San Francisco Bay Area Rapid Transit District (BART): 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 Public Employees, Retirement and Social Security	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 620</a> Introduced: 2/24/2015 <a href="#">pdf.html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	<b>High-occupancy toll lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority, 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 Transportation	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
<a href="#">AB 779</a> Amended: 4/14/2015 <a href="#">pdf.html</a>	<a href="#">Garcia, Cristina D</a> (Dist 58)	<b>Environmental quality: transit priority areas.</b> CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, proposed revisions to the guidelines for the implementation of CEQA to establish criteria for determining the significance of transportation impacts of projects within transit priority areas that, among other things, promote the reduction of greenhouse gas emissions. This bill would provide that the revised guidelines shall not be effective before July 1, 2017. This bill contains other existing laws.	Assembly Appropriations	Oppose	Originally a spot bill. Now it requires OPR to delay guidelines that address other impacts of traffic in PDA's that seek to reduce GHG emissions to 2017.
<a href="#">AB 828</a> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Low D</a> (Dist 28)	<b>Vehicles: transportation network companies (TNCs).</b> Current law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill 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, if specified conditions are satisfied.	Assembly Third Reading	Watch	Amended to exclude "TNC vehicles from "commercial vehicle" definition under certain conditions.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 869</a> Amended: 4/13/2015 <a href="#">pdf.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 Consent Calendar	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Transportation.</b> Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Transportation – 2 year bill	Watch	This remains a spot bill regarding state transportation funding.
<a href="#">AB 886</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Chau D</a> (Dist 49)	<b>Transportation service network provider: passenger privacy.</b> This bill would require transportation service network providers (TSNP) to adopt certain privacy standards pertaining to a passenger's personally identifiable data.	Assembly – 2 Year Bill	New – Recommend Watch	The bill seeks to encompass not just TNCs, but all future transportation services, including taxis, which may someday adopt online-enabled applications or platforms. This bill then seeks to protect TSNP customer data consistent with PUC information practices principles by limiting its collection, use, and sharing to only purposes necessary to complete a transaction, investigate criminal activities, and maintaining a user's account.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 902</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Traffic violations: diversion programs.</b> Current law provides that a local authority may not allow a person who has committed a Traffic Violation Under the vehicle code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above.	Senate Rules	Watch	Initially a spot bill related to bicyclist laws. Now relates to motor vehicle code violation related to bicycles and diversion programs for minors.
<a href="#">AB 945</a> Amended: 4/27/2015 <a href="#">pdf.html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Sales and use taxes: exemption: low-emission vehicles.</b> The bill, on and after January 1, 2016, until January 1, 2020, would provide a partial exemption from state sales taxes with respect to the sale of specified low-emission vehicles, as provided.	Assembly Revenue and Taxation	New – Recommend Watch	The bill is intended to encourage out-of-state electric vehicle buyers to come to the factory and visit the state as part of their experience.  Recent amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position.
<a href="#">AB 1015</a> Amended: 4/23/2015 <a href="#">pdf.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.	Assembly Consent Calendar	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.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 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 Appropriations	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with PLA or local work force agreements.

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Bill #	Author	Description	Status	Position	Comments
<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 Jobs, Economic Development and the Economy – 2 year bill	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 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 Transportation – 2 year bill	Watch	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects (including Caltrain Electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.
<a href="#">AB 1096</a> Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: electric bicycles.</b> Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. This bill contains other related provisions and other existing laws.	Assembly Appropriations	Watch	This bill pertains to the definition of motorized bikes.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1098</a> Amended: 3/26/2015 <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 program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	Assembly Transportation – 2 year bill	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the CMP is achieving GHG reductions, and support the region's Sustainable Communities Strategy.  We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation, and will reach out to author and the Office of Planning & Research.
<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 Transportation – 2 year bill	Oppose	Effect of the bill is to stop progress on ICS phases of High Speed Rail project.
<a href="#">AB 1160</a> Amended: 4/14/2015 <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 Transportation – 2 year bill	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1164</a> Amended: 4/21/2015 <a href="#">pdf.html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>State highways: evaluation and rating.</b> Would require the Department of Transportation, in consultation with specified entities, to conduct an annual evaluation and rating of the overall quality of the state highway system and the resources needed to provide a system in good repair, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.	Assembly Appropriations	Support	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
<a href="#">AB 1171</a> Amended: 4/21/2015 <a href="#">pdf.html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</b> Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if the expressways 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.	Assembly Appropriations	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway in a local sales tax expenditure plan.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1176</a> Amended: 4/23/2015 <a href="#">pdf.html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Vehicular air pollution.</b> This bill would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the commission, in consultation with the state board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified.  This bill would require the commission and the state board to allocate no less than 50% of the available moneys under the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program to projects that provide direct benefits to or serve or are located in disadvantaged communities.  In addition, This bill would appropriate \$35,000,000 from the fund to the commission to implement the Advanced Low-Carbon Diesel Fuels Access Program.	Assembly Appropriations	New – Recommend Oppose	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.
<a href="#">AB 1250</a> Amended: 3/19/2015 <a href="#">pdf.html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Vehicles: buses: gross axle weight.</b> This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Senate Rules	Watch	This is a California Transit Association sponsored bill to provide an extension of time to reconcile the policy difference between local jurisdictions and transit agencies over the operation of buses that exceed state vehicle code limits on bus weights. Cities/counties claim excess weight damages roadways, while some transit buses exceed legal limits due to ADA equipment, CNG tanks and other causes that are implemented in the furtherance of mandates.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1236</a> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Local ordinances: electric vehicle charging stations.</b> Would require a city, county, or city and 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. The bill would provide for appeal of that decision to the planning commission, as specified.	Assembly Appropriations	Watch	Subjects EV charging station to requirement that local governments approve installations.
<a href="#">AB 1265</a> Amended: 4/29/2015 <a href="#">pdf.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, as defined, 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. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Appropriations	Support	Extends P3 law through 2030.
<a href="#">AB 1284</a> Amended: 4/8/2015 <a href="#">pdf.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 provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Assembly Appropriations	Watch	Subjects BATA to open meeting Act requirements.



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<a href="#">AB 1287</a> Amended: 4/29/2015 <a href="#">pdf.html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: parking and moving violations: cameras.</b> Would authorize San Francisco to install forward-facing cameras to record parking violations and exclusive or preferential transit-only lane and intersection obstruction violations. The bill would require an exclusive or preferential transit-only 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 Appropriations	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking and HOV violations.
<a href="#">AB 1335</a> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Building Homes and Jobs Act.</b> This bill would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.	Assembly Appropriations	New – Recommend Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities.
<a href="#">AB 1336</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Salas D</a> (Dist 32)	<b>California Global Warming Solutions Act of 2006: disadvantaged communities.</b> This bill would require a minimum of 40% of the available moneys in the Green House Reduction fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly Natural Resources – 2 year bill	New – Recommend Oppose	The author seeks to increase the amount of cap and trade funds available for the various ongoing cap and trade programs to disadvantaged communities from 25% in current law, to 40%.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1364</a> Introduced: 2/27/2015 <a href="#">pdf.html</a>	<a href="#">Linder R</a> (Dist 60)	<b>California Transportation Commission.</b> Current law vests the California Transportation Commission (CTC) 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 Transportation – 2 year bill	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.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 Metropolitan Transportation Commission 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 – 2 year bill	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
<a href="#">AB 1486</a> Introduced: 2/27/2015 <a href="#">pdf.html</a>	<a href="#">Obornolte 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 – 2 year bill	Watch	Spot bill pertaining to toll highways.

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<p><a href="#">ACA 4</a> Introduced: 2/27/2015 <a href="#">pdf.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>Assembly Revenue and Taxation</p>	<p>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.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 – 2 year bill</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 – 2 year bill	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	Formerly 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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<p><a href="#">SB 9</a>  Amended:  4/15/2015  <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Beall D</a>  (Dist 15)</p>	<p><b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</b>  Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would require that the Transportation Agency adopt a multiyear program of projects for funding, and require the California Transportation Commission to allocate funding to applicants pursuant to the program of projects.</p>	<p>Senate Appropriations</p>	<p>Watch</p>	<p>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.</p> <p>Amended to apply 90% of these funds for large projects that cost in excess of \$100 million; the remaining 10% would be reserved for others.</p> <p>Guidelines for expanding the first \$25 million in this category were finalized; a competitive call for projects was released by the State Transportation Agency. The San Francisco Municipal Transportation Agency is targeting this program to pay back funds committed by the Metropolitan Transportation Commission to its light rail vehicle procurement contract option for 40 expansion vehicles.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 16</a> Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transportation funding.</b> Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.	Senate Governance and Finance	Watch	Latest amendments to provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. See attached summary of the proposal.  We generally support the author's proposal except we are concerned that the Vehicle License Fee (VLF) increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016. San Francisco currently has authorization under SB1492 (Leno) to increase the VLF up to a total of 2%, with the increment between the state's rate (currently 0.65%) and 2% going to the general fund. We are working with the Mayor's office and partner agencies to develop potential remedies related to the VLF and to seek flexibility to use funds for transit, as well.
<a href="#">SB 34</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Automated license plate recognition 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. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 39</a> Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	<b>Vehicles: high-occupancy vehicle lanes.</b> Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOV's). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000. This bill contains other related provisions and other current laws.	Senate Appropriations	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 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 lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. 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 64</a> Introduced: 1/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>California Transportation Plan.</b> This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.	Senate Appropriations	New – Recommend Watch	The bill seeks an independent review of Caltrans's 2015 California Transportation Plan and designates the CTC to prepare recommendations for statewide integrated multimodal transportation system improvements.
<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.</b> The California Environmental Quality Act (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 – 2 year bill	Watch	This is a CEQA spot bill.

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 158</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Huiff R</a> (Dist 29)	<b>Transportation projects: comprehensive development lease agreements.</b> Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Transportation and Housing – 2 year bill	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in LA county.
<a href="#">SB 166</a> Introduced: 2/5/2015 <a href="#">pdf.html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Environmental Quality Act.</b> The California Environmental Quality Act (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 – 2 year bill	Watch	CEQA spot bill.
<a href="#">SB 167</a> Introduced: 2/5/2015 <a href="#">pdf.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 – 2 year bill	Watch	Spot bill that addresses AB 32 regulatory process.
<a href="#">SB 192</a> Amended: 4/30/2015 <a href="#">pdf.html</a>	<a href="#">Liu D</a> (Dist 25)	<b>Bicycles: helmets.</b> Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol (CHP), to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.	Senate Appropriations	Watch	The bill originally mandated that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.  Amended to require a study by CHP of helmet use.



San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 321</a> Amended: 4/23/2015 <a href="#">pdf.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, instead require the board, 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 amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.	Senate Appropriations	Support	This bill would provide more flexibility to the Board of Equalization in establishing the 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 413</a> Amended: 4/16/2015 <a href="#">pdf.html</a>	<a href="#">Wieckowski D</a> (Dist 10)	<b>Public transit: prohibited conduct.</b> Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain 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. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.	Senate Appropriations	New – Recommend Support	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons. SFMTA has requested our support for this bill to decriminalize youth fare evasion.  Per Finance Committee direction, we will seek additional information and, if needed, amendments to the bill in order to ensure that youth are not negatively impacted by this bill (e.g. ensure no impacts on juvenile record).

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 433</a> Amended: 4/6/2015 <a href="#">pdf.html</a>	<a href="#">Berryhill R</a> (Dist 8)	<b>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</b> Would, for the 2016-17 fiscal year and each fiscal year thereafter, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Senate Appropriations	New - Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
<a href="#">SB 491</a> Amended: 4/22/2015 <a href="#">pdf.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, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	Senate Appropriations	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 508</a> Amended: 4/27/2015 <a href="#">pdf.html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transit operations: financial requirements.</b> This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	Senate Second Reading	Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.

San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 516</a> Amended: 4/21/2015 <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 require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes.	Senate Appropriations	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
<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 Third Reading	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 Rules – 2 year bill	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<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 Transportation and Housing – 2 year bill	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
<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 Environmental Quality – 2 year bill	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.
<a href="#">SB 760</a> Amended: 5/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mendoza D</a> (Dist 32)	This bill would require the Strategic Growth Council to develop and implement the Disadvantaged Community Enhancement Program to award grants to disadvantaged communities, as defined, to facilitate projects for community enhancement improvements.	Senate Appropriations	New – Recommend Oppose	The bill creates a new Disadvantaged Community Enhancement Program within the Strategic Growth Council that would be provide grants for enhancement programs to reduce GHG emissions and provide environmental benefits to disadvantaged communities. Projects would include urban greening, park development, and active transportation facilities.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.

San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<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 Rules – 2 year bill	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
<a href="#">SCA 5</a> Introduced: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	<b>Local government: special taxes: voter approval.</b> Would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.

**Total Measures: 73**

**Total Tracking Forms: 73**

Attachment:

1. SB 16 – Summary of Proposal

## Attachment 1

**Transportation Finance Plan  
5 Year Road Maintenance Program**

- 1) The plan shall draw from the following sources:
  - a) A 10 cent increase in the excise tax on gasoline and 12 cent increase on diesel tax.
    - a. The 2 cent increase on diesel tax shall go towards freight movement and port congestion.
  - b) Returning truck weight fees to the transportation fund over a five year period, 20% each year.
  - c) Loan paybacks each year for 3 years from the Rainy Day Fund.
  - d) A 0.35 percent increase in the VLF over five years to backfill the loss to the general fund of the truck weight fees and continues until the bonds are retired.
  - e) A \$35 VRF increase for all vehicles.
  - f) A \$100 VRF increase for zero-emission vehicles.
  - g) Identify whether savings can be accrued through bond defeasance.
  - h) This would raise an additional \$3.4 – 3.8 billion annually for five years.

**\*\*There are NO impacts to the General Fund.**

- 2) The funding shall be allocated as follows:
  - a) 5% shall be set aside to be made available to cities and counties that approve local funding measures after January 1, 2016.

The remainder of the funds shall be shared equally between the State, Cities and Counties as follows:

- b) 50% shall be allocated to the SHOPP program.
  - c) 50% shall be allocated to cities and counties.
- 3) The proposal shall have performance criteria and accountability measures.
- 4) The proposal shall establish protections to ensure funding only be used for maintenance backlog.
- 5) The proposal shall establish efficiencies within CalTrans.

	RATE	PHASE	ADDITIONAL REVENUE BY YEAR (in millions)				
	INCREASE	IN (YRS)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Excise on Gasoline (in cents)	10	1	\$ 1,600	\$ 1,460	\$ 1,460	\$ 1,460	\$ 1,460
VLF (in percent)	35%	5	\$ 224	\$ 448	\$ 672	\$ 896	\$ 1,120
VRF (in dollars)	35	1	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Weight Fees (in millions)	0	5	\$ -	\$ -	\$ -	\$ -	\$ -
Annual ZEV Fees (in dollars)	100	1	\$ 10	\$ 12	\$ 15	\$ 20	\$ 25
Excise on Diesel (in cents)	10	1	\$ 260	\$ 260	\$ 260	\$ 260	\$ 260
GF Loan Paybacks		3	\$ 330	\$ 330	\$ 340	\$ -	\$ -
Diesel Excise for Freight	2	1	\$ 52	\$ 52	\$ 52	\$ 52	\$ 52
<b>Total New Revenue</b>			<b>\$ 3,476</b>	<b>\$ 3,562</b>	<b>\$ 3,799</b>	<b>\$ 3,688</b>	<b>\$ 3,917</b>

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO: REPLACE THE TRANSPORTATION AUTHORITY'S COMMERCIAL PAPER PROGRAM WITH A REVOLVING CREDIT AGREEMENT (REVOLVER); ENTER INTO AN UP-TO-\$140 MILLION REVOLVER WITH STATE STREET PUBLIC LENDING CORPORATION; ENTER INTO AN ALTERNATE CREDIT FACILITY IF NEGOTIATIONS WITH STATE STREET ARE NOT SUCCESSFUL; AMEND OR ENTER INTO THE ASSOCIATED LEGAL DOCUMENTS; TAKE ALL NECESSARY RELATED ACTIONS; AND NEGOTIATE THE AGREEMENT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The San Francisco County Transportation Authority (the "Transportation Authority") is a county transportation authority duly organized and existing pursuant to the Bay Area County Traffic and Transportation Funding Act, being Division 12.5 of the Public Utilities Code of the State of California (Sections 131000 et seq.) (the "Act"); and

WHEREAS, The Board of Supervisors of the City and County of San Francisco adopted Resolution Number 485-03 on July 29, 2003, which approved the New Transportation Expenditure Plan for San Francisco, recommended on July 22, 2003 by the Transportation Authority (the "Expenditure Plan") and called and provided for an election for the purpose of submitting to the voters a measure to enact an ordinance (the "Ordinance") that would, in part, authorize implementation of the Expenditure Plan, continue collection of the retail transactions and use tax applicable in the City and County of San Francisco at the existing level of one-half of one percent (1/2%) (the "Sales Tax"), continue in effect the Transportation Authority as the independent agency to administer the Sales Tax and oversee implementation of the Project (defined below) and authorize the Transportation Authority to issue limited tax bonds as needed, in a total outstanding



aggregate amount not to exceed \$1,880,000,000 secured by and payable from the proceeds of the Sales Tax; and

WHEREAS, The enactment of the Ordinance and continued levy of the Sales Tax was approved by more than two-thirds of the electors voting on the measure to authorize enactment at the election held for such purpose on November 4, 2003; and

WHEREAS, Pursuant to Section 131109 and 131120 of the Act and the Ordinance, the Transportation Authority is authorized to issue limited tax bonds or bond anticipation notes secured by and payable from the proceeds of the Sales Tax levied by the Transportation Authority; and

WHEREAS, The Expenditure Plan as approved provided an estimate of approximately two billion eight hundred twenty million dollars (\$2,820,000,000 in 2003 dollars) for the total cost of all the transportation improvements described therein; and

WHEREAS, This Board of Commissioners of the Transportation Authority (the "Board") has an existing commercial paper program (the "Commercial Paper Program") that provides for the issuance of commercial paper notes (the "Commercial Paper Notes") in an aggregate principal amount not to exceed two hundred million dollars (\$200,000,000) outstanding any one time payable from and secured by the Sales Tax; and

WHEREAS, The Commercial Paper Program is supported by an irrevocable letter of credit (the "Existing Letter of Credit") issued by Wells Fargo Bank, National Association, which expires on July 10, 2015; and

WHEREAS, On March 19, 2015, the Transportation Authority issued a Request for Proposals (RFP) to various banks to provide credit/liquidity facilities for the Transportation Authority's existing tax-exempt commercial paper program and/or to provide alternate financing structures to replace the current commercial paper program; and



WHEREAS, By the due date of April 7, 2015, the Transportation Authority received proposals from six financial institutions in response to the RFP; and

WHEREAS, The review panel consisting of Transportation Authority staff, evaluated the proposals based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers' fees, resulting cost of funds, length of agreement, their credit ratings and various terms; and

WHEREAS, Based on this competitive selection process and due to the need to address the expiring Wells Fargo LOC, with concurrence from KNN Public Finance and Nixon Peabody LLP (the Transportation Authority's financial advisors and bond counsel, respectively), the review panel recommends replacing the current commercial paper program with a Revolver from State Street Public Lending Corporation; and

WHEREAS, the Transportation Authority proposes to replace the Commercial Paper Program with a revolving credit facility (the "State Street Facility") from State Street the obligations with respect to which shall constitute limited tax bonds and shall be payable from and secured by the Sales Tax, which State Street Facility is expected to include the terms set forth on Exhibit A (the "State Street Transaction"); and

WHEREAS, the proceeds of the State Street Facility shall be used to finance and refinance a portion of the costs and estimated costs incidental to, or connected with, the transportation improvements outlined in the Expenditure Plan (the "Project"), including, without limitation, engineering, inspection, legal, fiscal agents, financial consultants and other fees, a debt service reserve fund, working capital and expenses of all proceedings for the implementation of the State Street Facility; and

WHEREAS, The Board desires to authorize (i) the State Street Transaction and (ii) the execution and delivery of all documents, instruments and agreements necessary or desirable in



connection with the State Street Transaction, including, if and to the extent applicable, documentation with respect to the termination of the Commercial Paper Program and any other amendments or modifications to the Amended and Restated Indenture, dated as of July 1, 2012, between the Transportation Authority and Deutsche Bank National Trust Company, as trustee (the “Indenture”) and other documents related thereto as deemed appropriate by an Authorized Representative (defined below) (collectively, the “State Street Documents”); and

WHEREAS, At its April 22, 2015 meeting, the Citizens Advisory Committee considered and adopted a motion of support for the staff recommendation; and

WHEREAS, At its May 12, 2015, the Finance Committee reviewed and unanimously approved approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Board hereby finds and declares that the statements, findings and determinations set forth above are true and correct; and be it further

RESOLVED, That the Board hereby authorizes the State Street Transaction. The Executive Director and the Chief Deputy Director of the Transportation Authority (each, an “Authorized Representative”) are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to execute by manual or facsimile signature and deliver the State Street Documents in the form approved by the Authorized Representative executing the same as being in the best interests of the Transportation Authority, such approval to be conclusively evidenced by the execution and delivery thereof, provided that the final terms of the State Street Transaction are within the parameters set forth in Exhibit B to the extent applicable; and be it further

RESOLVED, That if an Authorized Representative determines that the Transportation Authority and State Street are not reasonably likely to reach agreement with respect to the State Street Transaction on covenants, representations and other terms that are satisfactory to the

Transportation Authority, the Authorized Representatives are, and each of them acting alone is, hereby authorized to either (a) continue the Commercial Paper Program with a new letter of credit replacing the Existing Letter of Credit (the “Replacement Letter of Credit”) or (b) replace the Commercial Paper Program with an alternative revolving credit facility (an “Alternate Facility”) the obligations with respect to which shall constitute limited tax bonds and shall be payable from and secured by the Sales Tax, in the case of either (a) or (b), as selected by an Authorized Representative, in her sole discretion, from the responses received to the Transportation Authority’s Request for Proposals 14/15-05 for Credit Facilities dated March 19, 2015 (the “RFP”) (any such Alternate Facility or Replacement Letter of Credit ultimately selected by an Authorized Representative being referred to herein as the “Alternative Transaction”); and be it further

RESOLVED, Should an Authorized Representative determine to enter into an Alternative Transaction, the Authorized Representatives are, and each of them acting alone is, hereby authorized, for and in the name of the Transportation Authority, to determine whether the Alternative Transaction shall be in the form of an Alternate Facility or a Replacement Letter of Credit; the provider of such Alternate Facility or Replacement Letter of Credit; and the terms of such Alternative Transaction; provided that the final terms of the Alternative Transaction are within the parameters set forth in Exhibit B to the extent applicable; and be it further

RESOLVED, Should an Authorized Representative determine to enter into an Alternative Transaction, the Authorized Representatives are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to execute by manual or facsimile signature and deliver all documents, instruments and agreements necessary or desirable in connection with the Alternative Transaction, including, if and to the extent applicable, documentation with respect to the termination of the Commercial Paper Program and any other amendments or modifications to the Indenture and documents related thereto as deemed



appropriate by an Authorized Representative (collectively, the “Alternative Transaction Documents”), in the form approved by the Authorized Representative executing the same as being in the best interests of the Transportation Authority, such approval to be conclusively evidenced by the execution and delivery of such Alternative Transaction Documents; and be it further

RESOLVED, Should an Authorized Representative determine to enter into a Replacement Letter of Credit, the circulation of an Offering Memorandum describing the Commercial Paper Notes, the Replacement Letter of Credit and other relevant subjects, in such form and at such times and in such manner as is approved by an Authorized Representative, is hereby authorized, such approval to be conclusively evidenced by the execution and delivery thereof. The Authorized Representatives are, and each of them acting alone is, hereby authorized and directed, for and in the name of and on behalf of the Transportation Authority, to supplement, amend, revise, update and/or restate the Offering Memorandum from time to time as deemed necessary or advisable by the Authorized Representative, and the Offering Memorandum, as so supplemented, amended, revised, updated and/or restated, with such changes therein as an Authorized Representative may require or approve, shall be deemed to be the “Offering Memorandum” for all purposes hereof; and be it further

RESOLVED, That the Authorized Representatives are, and each of them acting alone is, hereby authorized to take any and all actions and execute and deliver such documents as the Authorized Representative executing the same deems necessary or advisable to carry out the purposes of this Resolution and the Ordinance and to consummate the State Street Transaction or any Alternative Transaction, and all actions heretofore taken by all officers, employees and agents of the Transportation Authority with respect to the State Street Transaction and any Alternative Transaction, including but not limited to the issuance of the RFP, are hereby approved, confirmed and ratified; and be it further

RESOLVED, That this Resolution shall take effect immediately upon its adoption and approval; and be it further

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

RESOLVED, That for the purposes of this resolution, “non-material” shall mean agreement terms and conditions other than provisions related to the overall agreement 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 (2):

1. Exhibit A: Principal Expected Terms of State Street Transaction
2. Exhibit B: Alternate Transaction Parameters

EXHIBIT A  
PRINCIPAL EXPECTED TERMS OF STATE STREET TRANSACTION

Expected Principal Amount:	\$140,000,000
Expected Interest Rate:	Initially, 70% of LIBOR plus 0.30% (30bps); subject to adjustment in a variety of circumstances
Expected Term:	3 years
Expected Denominations:	No less than \$1,000,000 and integral multiples of \$250,000 in excess thereof
Expected Form of Bond:	Registered and/or Physical
Expected Unutilized Fee:	0.25% (25 bps) times the amount of the unutilized revolver

EXHIBIT B  
ALTERNATE TRANSACTION PARAMETERS

Maximum Principal Amount:	\$140,000,000
Maximum Interest Rate:	Maximum permitted by law
Maximum Term:	5 years
Minimum Denominations for Bonds:	No less than \$5,000 and minimum integral multiples of \$1,000 in excess thereof
Form of Bond:	Registered and/or Physical
Maximum Unutilized Fee:	0.625% (62.5 bps) times the amount of the unutilized facility.



# Memorandum

**Date:** 05.04.15 **RE:** Finance Committee  
May 12, 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 Authorizing the Executive Director to: Replace the Transportation Authority’s Commercial Paper Program with a Revolving Credit Agreement (Revolver); Enter into an up-to-\$140 Million Revolver with State Street Public Lending Corporation; Enter into an Alternate Credit Facility if Negotiations with State Street are Not Successful; Amend or Enter into the Associated Legal Documents; Take All Necessary Related Actions; and Negotiate the Agreement Payment Terms and Non-Material Agreement Terms and Conditions

## Summary

The Transportation Authority has established a commercial paper (CP) program under which it can issue up to \$200,000,000 of CP Notes (Limited Tax Bonds), Series A and B (Notes) provided that a supporting letter of credit (LOC) is in effect. The Notes are currently supported by a direct-pay LOC issued by Wells Fargo Bank, which supports up to \$200,000,000 of Notes and which will expire on July 10, 2015. In 2004, the Transportation Authority issued \$150,000,000 aggregate principal amount of Notes, which it has continued to roll since that time. During June 2014, the Transportation Authority paid down \$15,000,000 of Notes, and \$135,000,000 of Notes are currently outstanding. We plan to pay down up to an additional \$20,000,000 of Notes in Summer 2015. The Notes are issued to provide a flexible source of financing for the voter-approved Proposition K Expenditure Plan, and provided a low cost of funding relative to other financing. On March 19, 2015, we issued a Request for Proposals (RFP) for the Transportation Authority’s existing tax-exempt CP program or for alternate financing structures to replace the CP program. We received qualifying proposals from six financial institutions in response to the RFP. The review panel, consisting of Transportation Authority staff, evaluated the proposals based on the criteria identified in the RFP, with an emphasis on proposers’ fees, resulting cost of funds, length of agreement, their credit ratings and various terms. Based on this competitive selection process, the review panel recommends replacing the current CP program with a revolving credit agreement (Revolver) with State Street Public Lending Corporation (State Street) once all agreement terms and conditions are fully negotiated. We anticipate the terms and conditions of agreements to be finalized by early June 2015 and the costs of the CP Program will be reduced from approximately \$1,100,000 per year currently to approximately \$600,000 to \$700,000 per year going forward. Based on the final negotiated terms and conditions, it may be necessary to amend certain legal documents associated with the Revolver or the Notes outstanding. **We are seeking a recommendation to authorize the Executive Director to: replace the Transportation Authority’s CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions.**

## BACKGROUND

In 2004, the Transportation Authority issued \$150,000,000 aggregate principal amount of commercial paper (CP) notes (Limited Tax Bonds), Series A and B (the Notes). During June 2014, the Transportation Authority paid down \$15,000,000 of Notes. The Transportation Authority currently has



outstanding \$135,000,000 aggregate principal amount of Notes and plans to retire up to an additional \$20,000,000 of Notes in Summer 2015. The Notes are secured by the transactions and use tax (Proposition K sales tax) administered by the Transportation Authority. The Notes are issued to provide a flexible source of financing for the voter-approved Proposition K Expenditure Plan. The Transportation Authority's \$135,000,000 of Notes has been in place since 2004 and has provided a low cost of funding relative to other financing alternatives. The Notes are secured by a letter of credit (LOC) issued by Wells Fargo Bank, which will expire on July 10, 2015. The Transportation Authority needs to either replace the Wells Fargo LOC or otherwise provide replacement financing by the time the Wells Fargo LOC expires, or the interest rates on the Notes are likely to increase significantly.

## DISCUSSION

The purpose of this memorandum is to seeking a recommendation of support for the Transportation Authority to terminate its CP Program and enter into a revolving credit agreement (Revolver) with State Street Public Lending Corporation (State Street), instead of replacing the Wells Fargo LOC.

On March 19, 2015, we issued a Request for Proposals (RFP) to various banks to provide credit/liquidity facilities for the Transportation Authority's existing tax-exempt CP program and/or to provide alternate financing structures to replace the current CP program. We advertised the RFP in The Bond Buyer, the San Francisco Chronicle, and the San Francisco Examiner.

By the due date of April 7, 2015, we received proposals from six financial institutions in response to the RFP. All the proposals were from United States or Japanese banks. The proposals included Revolvers and Extendable CP (ECP) as alternate new financing structures and LOCs and Standby Bond Purchase Agreements (SBPAs) as credit facilities to support the existing CP Program. Each bank offered the Transportation Authority a one-year to five-year commitment, terms and fees. All new proposals result in all-in costs of debt below the amount the Transportation Authority is currently paying on the Notes; please see Table 1.

**Facility Type Analysis.** Traditional CP or Notes are a form of variable rate financing, which mature and become due every 270 days or less. The credit facility is provided by a commercial bank and there are two basic forms: (1) a direct-pay LOC or (2) a SBPA (sometimes called a liquidity facility). If the CP notes are not remarketed, then the commercial bank (not the remarketing agent) pays the maturing CP Notes through the LOC or SBPA. The primary difference between the LOC and SBPA is that the LOC provides liquidity in the event of a failed roll as well as a guarantee of principal and interest payments by the issuer while a SPBA provides only liquidity support in the event of a failed roll.

A tax-exempt Revolver and ECP notes are both alternative variable rate financing methods to traditional CP notes. A tax-exempt Revolver is a loan directly from a commercial bank. ECP is different from traditional CP notes in that there is no LOC or SBPA to provide liquidity support in the event of a failed roll. Instead, in the event of a failed CP roll, the Transportation Authority would be required to pay the Notes off in a very short period of time (120 days or less). While this structure eliminates the need for an LOC or SBPA, the Transportation Authority would face a higher risk in the event of a failed roll. Moreover, the ECP market is very small when compared to traditional CP notes. Thus, we are not considering ECP.

Table 1.

Bank	Estimated All-in Cost of Debt in Basis Points <sup>1</sup> (3-year term)	Type of Facility in the Amount of \$140,000,000	Credit Ratings (Moody's/Standard & Poor's/Fitch)	Credit Worthiness <sup>2</sup>
<i>Current: Wells Fargo Bank (Expires July 10, 2015)</i>	70	LOC	AA3/AA+/AA-	Very Strong
Mizuho Bank	48.4	LOC	A1/A+/A	Strong
Mitsubishi UFJ Financial Group / Bank of Tokyo	51.4	LOC	A1/A+/A	Strong
State Street Bank and Trust Company	53.9	LOC <sup>3</sup>	AA3(neg)/AA-/AA-	Very Strong
State Street Public Lending Corp.	40.3	Revolver	AA3(neg)/AA-/AA-	N/A <sup>4</sup>
Sumitomo Mitsui Banking Corp.	48.4	LOC	A1/A+/A	Strong
Wells Fargo Bank	44.6	Revolver (Only \$75 Million Capacity)	AA3/AA-/AA-	N/A <sup>4</sup>

Note: Morgan Stanley is not included in Table 1 because we are not considering ECP.

The review panel consisting of Transportation Authority staff, evaluated the proposals based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers' fees, resulting cost of funds, length of agreement, their credit ratings and various terms. Based on this competitive selection process and due to the need to address the expiring Wells Fargo LOC, with concurrence from KNN Public Finance and Nixon Peabody LLP (the Transportation Authority's financial advisors and bond counsel, respectively), the review panel recommends replacing the current CP program with a Revolver from State Street. State Street has provided SBPA support for the San Francisco Public Utilities Commission and LOCs for the City and County of San Francisco, the San Francisco Municipal Transportation Agency, San Francisco Airport, and the Moscone Center. In addition, the review panel recommends that, as a contingency if negotiations reach an impasse with State Street, then the Executive Director should be authorized to secure an alternate credit facility from one or more of the other proposers. This approach is deemed to be the best advantage of the Transportation Authority once all agreement terms and conditions are fully negotiated. We anticipate the terms and conditions of the credit agreement to be finalized by June 2015 and the Revolver or new credit facility to be in place prior to the expiration of the current Wells Fargo LOC on July 10, 2015.

<sup>1</sup> Estimated All-In Cost of Debt is based on the RFP proposal responses and estimated interest rates based on three-year historical averages. All-In Cost of Debt changes with changing interest rates, market conditions and credit.

<sup>2</sup> **Very strong:** Double "A" ratings; capacity to meet its financial commitments; it differs from the highest rated obligors only in small degree. **Strong:** Single "A" ratings; capacity to meet its financial commitments but is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligors in higher-rated categories.

<sup>3</sup> Liquidity facilities or Standby Purchase Agreements were not considered due to certain legal and structure considerations.

<sup>4</sup> For Revolvers, interest rates are not dependent on the bank's credit. Interest rates are set by an index plus a spread.

Taking into account fees and terms proposed, trading differentials between banks, and the relative risks of the different alternatives presented, it was determined by the review panel that the State Street Revolver is the most advantageous and cost effective to the Transportation Authority. It is important to note that SBPAs were eliminated from consideration due to certain legal and structure considerations, and extendable CP was also eliminated from consideration due to the complexity of day-to-day management, a short time to remedy any failed remarketing and a limited market presence. It was further determined that State Street Revolver would be more advantageous to the Transportation Authority than the LOC currently in place. With a Revolver the Transportation Authority will be entering into a loan agreement directly with the bank, eliminating the need to regularly re-issue the Notes, which will reduce costs, complexity, administrative burden and bank credit downgrade risk.

Attached is the RFP response containing the term sheet for the State Street Revolver (Attachment 1); information deemed proprietary and/or a trade secret for a financial institution has been redacted per Government Code Section 6254. Based on current rates proposed and assuming a three-year agreement, the total cost is estimated to be \$1,800,000 over a three-year period, yielding an estimated savings of \$1,500,000 over the current Wells Fargo LOC.

## **ALTERNATIVES**

1. Recommend authorizing the Executive Director to: replace the Transportation Authority's CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions, as requested.
2. Recommend authorizing the Executive Director to: replace the Transportation Authority's CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **CAC POSITION**

The CAC was briefed on this item at its April 22, 2015 meeting and adopted a motion of support for the staff recommendation.

## **FINANCIAL IMPACTS**

The proposed Fiscal Year 2015/16 Budget already assumes fees for the line of credit. At current fees and interest rates the all-in cost of the CP Program is approximately \$1,100,000 per year. We anticipate the terms and conditions of the agreement to be finalized by July 10, 2015 will result in an all-in cost per year of approximately \$600,000 to \$700,000 for a savings of \$400,000 to \$500,000 per year.

## **RECOMMENDATION**

Recommend authorizing the Executive Director to: replace the Transportation Authority's CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal

documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions.

Attachment:

1. State Street RFP Response – Term Sheet Included



STATE STREET

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

### Proposal to Provide a Revolving Credit Agreement

#### INDICATIVE TERMS AND CONDITIONS

April 7, 2015

<b>BORROWER:</b>	San Francisco County Transportation Authority (the "Borrower" or the "Authority").		
<b>LENDER:</b>	State Street Public Lending Corporation ("State Street" or the "Lender").		
<b>DEBT ISSUE:</b>	Tax-Exempt Revolving Credit Agreement pursuant to which the Lender will make tax-exempt Loans to the Borrower in substitution for the Authority's Commercial Paper Notes Program (the "CP" or the "Notes").		
<b>SECURITY:</b>	The Loans and the other obligations owed to the Lender under the Facility are secured by Sales Tax Revenues to be received from the collection of a one-half of one percent (1/2%) retail transactions and use tax imposed in the City.		
<b>FACILITY:</b>	Revolving Credit Agreement between the Borrower and the Lender (the "RCA" or the "Facility") providing interim financing on a tax-exempt basis.		
<b>BANK RATINGS:</b>	<b>Moody's</b>	<b>S&amp;P</b>	<b>Fitch</b>
	Aa3 / P-1	AA- / A-1+	AA- / F1+
	Review for Downgrade	Stable Outlook	Stable Outlook
	Refer to Appendix A for historical Bank ratings since January 1, 2012.		
<b>EXPERIENCE:</b>	See Appendix B for a list of state and local governments to which State Street has provided liquidity support, credit enhancement or direct credit in excess of \$50 million since January 1, 2010.		
<b>COMMITMENT AMOUNT:</b>	Up to \$140,000,000 of principal.		

This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.



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<b>FORM OF BANK NOTE:</b>	The obligations owed to the Lender shall be evidenced and secured by a Bank Note issued to by the Borrower to the Lender in a single, physical form registered to the Lender and physically delivered to the Lender at closing. While held by the Lender, the Bank Note shall not be rated by any rating agency, shall not be DTC eligible and shall not be held at DTC, shall not be assigned a CUSIP number and shall not be marketed pursuant to any official statement or other disclosure documentation.
<b>TAX TREATMENT:</b>	Interest on the Loans and the Bank Note shall be excludable from gross income for federal and state income tax purposes. The Borrower shall take all steps necessary to maintain such tax exempt status for such interest. The Lender shall be provided an opinion of tax counsel satisfactory to the Lender which concludes that all interest on the Loans and the Bank Note is excludable from gross income for federal and state income tax purposes.
<b>FACILITY DOCUMENTS:</b>	The Lender will make loans to the Borrower (the "Revolving Loans" and together with the hereinafter defined Term Loans are collectively referred to herein as the "Loans") in accordance with and subject to the provisions of the RCA. Documentation will include the RCA and such other documents, instruments, certificates, and agreements executed and/or delivered by the Borrower in connection with the Facility as reasonably determined by the Lender (collectively, the "Facility Documents"). The definitive Facility Documents will contain the terms and conditions set forth in this proposal as well as provisions that are usual and customary for transactions of this nature with respect to conditions precedent to Loans and closing, representations and warranties, indemnification, covenants, events of default, and remedies.
<b>REVOLVING LOANS:</b>	The Borrower may draw-down Loans under the Facility, each in a minimum denomination of \$1,000,000 and integral multiples of \$250,000 in excess thereof. Revolving Loans repaid may be borrowed again prior to the Maturity Date or termination date of the RCA.
<b>MAXIMUM AMOUNT</b>	The Borrower must limit the amount of drawn-down Loans under the

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**OF LOANS:** Facility to no more than 6 draws outstanding at one time with a limit of 2 draws per calendar month.

**INTEREST RATES AND REPAYMENT PROVISIONS:**

**INTEREST RATE:** Prior to the Maturity Date (defined below), the Revolving Loans and the Bank Note shall bear interest at a tax-exempt per annum rate of interest equal to the sum of (i) 70% of 1-month LIBOR plus (ii) the Applicable Spread set forth below, based upon the tenor of the Facility selected by the Borrower at closing (collectively, the "Interest Rate"), subject to adjustment as provided below.

The Revolving Loans and the Bank Note shall bear interest at the Interest Rate prior to the Maturity Date, so long as no Event of Taxability or Event of Default exists.

Tenor	Applicable Spread
2 Years	
3 Years	
5 Years	

**COMMITMENT FEE:** The undrawn portion of the Facility will be charged a Commitment Fee based upon the tenor of the Facility selected by the Borrower at closing, subject to adjustment as provided below.

Tenor	Commitment Fee
2 Years	
3 Years	
5 Years	

**INCREASE IN APPLICABLE SPREAD/ COMMITMENT FEE:** The lowest issuer credit rating assigned to the Borrower will determine the Applicable Spread. An Applicable Spread and Commitment Fee adjustment shall become effective on the date a rating action is announced by the applicable rating agency. In the event of the adoption of any new or changed rating system, each of the ratings referred to above shall be deemed to refer to the rating category under the new

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rating system which most closely approximates the applicable rating category as currently in effect.

The Applicable Spread and Commitment Fee shall be adjusted according to the schedules below for any rating downgrade as well as for any rating suspension, withdrawal, or cancellation (“WD/NR”):

#### Applicable Spread Schedule

Rating Level	2-Years	3-Years	5-Years
Aa2/AA or above			
Aa3/AA-			
A1/A+			
A2/A			
A3/A-			
Baa1/BBB+			
Baa2/BBB			
Below Baa2/BBB*			
WD/NR*			

\*Note: Event of Default fee adjustment applies.

#### Commitment Fee Schedule

Rating Level	2-Years	3-Years	5-Years
Aa2/AA or above			
Aa3/AA-			
A1/A+			
A2/A			
A3/A-			
Baa1/BBB+			
Baa2/BBB			
Below Baa2/BBB*			
WD/NR*			

\*Note: Event of Default fee adjustment applies.

**Event of Default Fee Adjustment:** If one or more of the Borrower’s issuer credit ratings are withdrawn or suspended, or any issuer credit ratings shall fall below “Baa3/BBB-”, or upon the occurrence of an Event of Default under the RCA, the

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Revolving Loans and the Bank Note shall bear interest at the Default Rate and the Commitment Fee payable shall automatically and without notice to the Borrower increase by [REDACTED] above the Commitment Fee specified in the above pricing matrices for the "Baa2/BBB" rating level.

**INTEREST PAYMENT PERIOD AND CALCULATION:**

The Revolving Loans and the Bank Note will bear interest from the closing date until the Maturity Date. The interest payment date will be the first business day of each month. Computations of interest shall be calculated on an actual/360 day basis.

**CALCULATION AGENT:**

State Street Public Lending Corporation will serve as the Calculation Agent for the purpose of determining monthly interest payments. Notification of the effective interest rate for an interest rate payment period will be given to the Lender at least one business day prior to the related interest payment date.

**EVENT OF TAXABILITY:**

In the event a determination of taxability shall occur, in addition to the amounts required to be paid with respect to the Loans and the Bank Note under the Facility Documents, the Borrower shall be obligated to pay to the Lender an amount equal to the positive difference, if any, between the amount of interest that would have been paid during the period of taxability if the Loans and the Bank Note had borne interest at the Taxable Rate (*i.e.*, the product of the Index Rate and 1.54) and the interest actually paid to the Lender with respect to the Loans and the Bank Note.

**MARGIN RATE FACTOR:**

The Interest Rate will be subject to adjustment by a Margin Rate Factor. The Margin Rate Factor means the greater of (i) 1.0, and (ii) the product of (a) one minus the Maximum Federal Corporate Tax Rate multiplied by (b) 1.53846. The effective date of any change in the Margin Rate Factor shall be the effective date of the decrease or increase (as applicable) in the Maximum Federal Corporate Tax Rate resulting in such change.

The Maximum Federal Corporate Tax Rate is currently 35% such that

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the current Margin Rate Factor equals 1.0.

**TERMINATION FEE:** In the event the Borrower elects to terminate or permanently reduce the Facility during the applicable Termination Fee Period (as defined below), the Borrower shall pay to the Lender a termination/reduction fee equal to the product of (i) the applicable Commitment Fee in effect on the date of such reduction or cancellation, (ii) the amount the Facility is being reduced and (iii) a fraction, the numerator of which is the number of days from and including the date of reductions or cancellation to the end of the Termination Fee Period and the denominator of which is 360.

Term	Termination Fee Period
2 Years	
3 Years	
5 Years	

**CLOSING FEE:** Waived.

**DRAW FEE:** \$250 per draw.

**AMENDMENT/  
TRANSFER FEE:** \$5,000 plus reasonable fees and disbursements of counsel, if any.

**MATURITY DATE:** The Revolving Loans shall be due and payable on the date that is the 2, 3, or 5 year anniversary (as selected by the Borrower upon acceptance of this proposal) of the closing date (the "Maturity Date").

**REPAYMENT AFTER  
MANDATORY  
TENDER DATE:** So long as (i) the representations and warranties set forth in the Facility are true and correct, (ii) no Default or Event of Default shall have occurred and be continuing and (iii) no material adverse change has occurred in the financial condition of the Authority since the closing date, the principal amount of the Revolving Loans that is not repaid on the Maturity Date shall convert to a term loan (the "Term Loan") and shall be repaid in full by the fifth anniversary of the Maturity Date.

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The Term Loan will amortize in equal quarterly payments, commencing three months following the Maturity Date.

So long as no Event of Default shall have occurred and be continuing, interest on the Term Loan from the Maturity Date shall accrue at the Term Loan Rate (as described below) and will be payable monthly in arrears on the first Business Day of each month.

If an Event of Default shall occur, the Term Loan Rate shall immediately and automatically (without notice to the Borrower) equal the Default Rate.

#### BANK INTEREST RATES AND TERMS:

**Base Rate:** The highest of: (i) [REDACTED]  
(ii) [REDACTED]  
(iii) [REDACTED]

**Term Loan Rate:** Days 1-30: [REDACTED]  
Days 31-90: [REDACTED]  
Day 91 and after: [REDACTED]

**Default Rate:** [REDACTED]  
Interest accruing at the Default Rate shall be payable by the Borrower on demand.

**Interest Rate Calculation:** Interest on the Term Loan shall accrue from the first calendar day of the month until the last calendar day of the same month, payable on the first business day of the subsequent month. Interest shall be calculated on the basis of the actual number of days elapsed in a 360-day year.

**Maximum Rate:** A maximum interest rate payable on Loans of 12.0% is acceptable to the Lender.

**Interest Rate** The Lender will require the inclusion of a customary clawback

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**Clawback:** provision as protection against the interest rate payable on Loans exceeding the legal statutory maximum rate. Upon termination of the Facility, the Borrower shall pay to the Lender a fee equal to the amount of all unpaid deferred excess interest.

**Increased Costs:** The Lender will require standard increased cost coverage including any costs imposed upon the Lender related to the Dodd-Frank Act and/or Basel III, regardless of the date enacted, adopted, issued, or promulgated. The Authority shall not be required to compensate the Lender for any increased costs occurring more than six (6) months prior to the date on which the Lender provides the Authority notice of such increased costs, except when (i) the Lender had no actual knowledge of the action resulting in such increased costs or (ii) such increased costs apply to the Lender retroactively.

**FACILITY EXTENSION:** Not more than 180 days prior to expiration, the Borrower may request an extension of the term of the Facility which request will be decided upon by the Lender within 60 days. Any renewal, extension of maturity, amendment of terms, or increase in the Commitment Amount of the Facility by the Lender shall be governed by the terms of the Facility Documents and subject to approval by the Lender at its sole and absolute discretion. In the event the Maturity Date is not extended or the Borrower fails to request an extension on a timely basis, the Borrower will covenant to use best efforts to refinance any outstanding Revolving Loans or otherwise provide a substitute Facility.

**CONDITIONS PRECEDENT:** The Facility shall include conditions precedent customary for transactions of this nature, including, without limitation, the following: all requisite approvals and incumbency certificates; delivery of all required legal opinions including opinions of Note Counsel; delivery of all applicable financing documents; delivery of a certificate evidencing that no Event of Default shall have occurred and that all representations, warranties, and covenants shall be true and correct; and payment of all closing fees and expenses.

#### **COVENANTS AND RELATED TERMS:**

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<b>Maintenance of Ratings:</b>	The Borrower shall maintain public issuer credit ratings from not less than two of the three nationally-recognized bond rating agencies (Moody's, S&P, and Fitch) during the term of the Facility at a minimum level of "Baa3/BBB-".
<b>Additional Bonds Test:</b>	1.5x ABT on any senior and parity debt secured by Sales Tax Revenues and 1.3x ABT on any senior, parity and subordinate debt secured by Sales Tax Revenues consistent with the existing Reimbursement Agreement between the Authority and Wells Fargo Bank, National Association (the "Existing SFCTA Reimbursement Agreement").
<b>Financial Covenants:</b>	1.3x DSCR requirement on MADS on Notes, Advances, Bank Loans, Parity Debt, Senior Lien Debt, and Subordinate Obligations consistent with the Existing SFCTA Reimbursement Agreement.
<b>Incorporation by Reference/Most Favored Nations:</b>	The Facility Documents will incorporate by reference existing covenants, including financial covenants, contained in the Facility Documents. The Facility Documents will further incorporate those more favorable remedies (including, without limitation, shorter term-out periods and acceleration), if any, existing or subsequently agreed to by the Borrower with other creditors or insurers in agreements or other instruments pertaining to senior or parity debt of the Borrower, including any credit agreement, reimbursement agreement, standby bond purchase agreement, liquidity agreement, direct purchase agreement or other similar type of agreement or instrument that relates to such debt.
<b>EVENTS OF DEFAULT:</b>	The Facility shall include events of default customary for transactions of this nature, including, without limitation, the following: failure to pay principal and interest on any Loan or on any debt that is secured on a senior or parity basis with the Loans of the Borrower; cross acceleration of any debt that is secured by Sales Tax Revenues of the Borrower; bankruptcy or insolvency (voluntary or involuntary) of the Borrower; declaration of a moratorium with respect to any indebtedness of the Borrower; material inaccuracy of any representation and warranty; failure to comply with covenants

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following applicable grace periods, if any; invalidity or contest of the Borrower's obligations under the Facility or any document related to the Loans or any material provision thereof; failure to pay final, non-appealable judgments in an amount, singularly or collectively, of \$10 million or greater within 60 days; rating downgrade of any long-term issuer credit rating of the Borrower by any rating agency below the level of "Baa2/BBB"; or rating suspension, withdrawal, or cancellation by any rating agency.

**REMEDIES:**

Upon the occurrence of an Event of Default, the Lender may:

(i) terminate the Commitment to make Loans;

(ii) (2) Acceleration: Upon the occurrence of an Automatic Acceleration Event occurs, such Liquidity Draw shall become immediately and automatically due and payable on the date of such Automatic Acceleration Event. Upon the occurrence of a Tier One Acceleration Event occurs, at the direction of the Lender, such Liquidity Draw shall become immediately due and payable on the date of such Tier One Acceleration Event. Upon the occurrence of any other Event of Default occurs, at the direction of the Lender, such Liquidity Draw shall become due and payable on the 271st day following the date of the related Liquidity Draw; or

(iii) exercise all other remedies available under the Facility Documents or at law or in equity.

"Tier One Acceleration Event" means an event of default described in Sections 7.01(a) (Payment Default for Reimbursement Obligations and other Obligations), 7.01(e) (invalidity or contest), 7.01(f) (invalidity), and 7.01(l) (invalidity of lien) of the Existing SFCTA Reimbursement Agreement.

"Automatic Acceleration Event" means an event of default described in Sections 7.01(h) (moratorium and bankruptcy) and 7.01(j) (cross acceleration) of the Existing SFCTA Reimbursement Agreement.

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- GOVERNING LAW:** The Facility shall be a contract under and governed by the laws of the State of New York; provided that the rights and obligations of the Borrower shall be governed by the laws of the State of California.
- JURISDICTION:** The Borrower shall submit to the non-exclusive jurisdiction of the courts of New York.
- WAIVER OF JURY TRIAL:** The Borrower agrees to waive the right to a jury trial in any proceedings against the Lender. In the event that a waiver of jury trial is not permitted by law, the Borrower shall agree to submit to a judicial referee.
- SOVEREIGN IMMUNITY:** The defense of sovereign immunity shall not be available to the Borrower in any proceedings by the Lender to enforce any of the obligations of the Borrower under the proposed Facility, any Facility Documents or the Bank Note, and the Borrower shall consent to the initiation of any such proceedings relating to the Facility, any Facility Document or the Bank Note, in any court of competent jurisdiction and agrees not to assert the defense of sovereign immunity in any such proceedings.
- OFAC:** The Borrower shall represent that it has complied with, and will continue to comply with anti-corruption laws applicable to the Borrower and economic sanctions and trade embargoes imposed by the U.S. government.
- INDEMNIFICATION:** The Borrower shall indemnify and hold the Lender harmless for all circumstances except those proven in a court of competent jurisdiction to be caused by the gross negligence or willful misconduct of the Lender.
- TRANSFERABILITY:** While the Lender is making the Loans and taking delivery of the Bank Note for its own account without a present intent to transfer it or its right to receive payments on the Loans under the Facility, the Lender reserves the right in its sole discretion to assign, sell, pledge or participate interests in the Loans and the Bank Note without the

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consent of the Borrower.

- PARTICIPATION:** The Borrower shall acknowledge and agree that the Lender may, without limitation and at its sole discretion, participate any portion of its obligations under the Facility; provided that any increased costs of such participant(s) shall be limited to those costs that would have been incurred by the Lender if the Lender had not participated any such portion of its obligations. At this time, the Lender does not intend to participate any portion of the Facility to other institutions.
- SURVIVAL:** This proposal does not constitute a Facility Document and shall not survive the execution and delivery of the definitive Facility Documents.
- NON-ASSIGNABLE:** The Facility and the right of the Borrower to receive Loans thereunder may not be assigned by the Borrower.
- MATERIAL ADVERSE CHANGE:** This proposal may be rescinded, in the sole discretion of the Lender, upon the occurrence of a material adverse change in the financial, operational, or legal condition of the Borrower.
- ADDITIONAL TERMS:** The terms and conditions contained in this proposal are not intended to be comprehensive. The definitive Facility Documents may include additional terms and conditions required by the Lender, subject to mutual agreement of the parties, which are not included herein.
- CREDIT APPROVAL:** Any commitment to provide the Facility (including the terms and conditions proposed herein) or to extend credit is subject to all of the Lender's internal approvals and due diligence procedures. In obtaining credit approval, the Lender reserves the right to modify and/or supplement any of the terms and conditions stated herein.

The Lender anticipates obtaining final credit approval within 10 business days of receiving the mandate to provide the Facility and subject to the receipt of all material information, without guaranty of such time frame.

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<b>REFERENCES:</b>	<p>City and County of San Francisco  City Hall, Room 336, 1 Dr. Carlton B. Goodlett Place  San Francisco, CA 94102  Nadia Sesay, Director of Public Finance  Phone: (415) 554-5956  Email: <a href="mailto:nadia.sesay@sfgov.org">nadia.sesay@sfgov.org</a></p> <p>Airport Commission of the City and County of San Francisco  P.O. Box 8097  San Francisco, CA 94128  Kevin Kone, Capital Finance Director  Phone: (650) 821-2888  Email: <a href="mailto:kevin.kone@flysfo.com">kevin.kone@flysfo.com</a></p> <p>California State University  401 Golden Shore, 5th Floor  Long Beach, CA 90802  Syrus En, Senior Financial Manager  Phone: (562) 951-4593  Email: <a href="mailto:Sen@calstate.edu">Sen@calstate.edu</a></p>
<b>CONFLICTS OF INTEREST:</b>	<p>The Lender is not aware of any potential or perceived conflicts of interest which would disqualify the Lender from doing business with the Authority.</p>
<b>LITIGATION:</b>	<p>Refer to Appendix C for the Lender's disclosure on litigation, administrative proceedings and investigations (actual or pending).</p>
<b>POLITICAL CONTRIBUTIONS:</b>	<p>The Lender is not aware of any political contributions of money, in-kind services, or loans made to any current member of the San Francisco County Transportation Authority Board of Commissioners within the last three years by management positions of the Lender.</p>
<b>DISCLAIMERS AND IMPORTANT DISCLOSURES:</b>	<p>The Borrower acknowledges and agrees that: (i) the transaction contemplated by this Indicative Terms and Conditions is an arm's length, commercial transaction between the Borrower and the Lender</p>

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in which the Lender is acting solely as a principal and for its own interest; (ii) the Lender is not acting as a municipal advisor or financial advisor to the Borrower; (iii) the Lender has no fiduciary duty pursuant to Section 15B of the Securities Exchange Act of 1934 to the Borrower with respect to the transaction contemplated hereby and the discussions, undertakings and procedures leading thereto (irrespective of whether the Lender has provided other services or is currently providing other services to the Borrower on other matters); (iv) the only obligations the Lender has to the Borrower with respect to the transaction contemplated hereby expressly are set forth in this Indicative Terms and Conditions; and (v) the Lender is not recommending that the Borrower take an action with respect to the transaction contemplated by this Indicative Terms and Conditions, and before taking any action with respect to the contemplated transaction, the Borrower should discuss the information contained herein with its own legal, accounting, tax, financial and other advisors, as it deems appropriate. If the Borrower would like a municipal advisor in this transaction that has legal fiduciary duties to the Borrower, the Borrower is free to engage a municipal advisor to serve in that capacity. This Indicative Terms and Conditions are provided to the Borrower pursuant to and in reliance upon the bank exemption provided under the municipal advisor rules of the Securities and Exchange Commission, Rule 15Ba1-1 et seq.

The information herein is provided for information purposes only, and is not to be used or considered as a proposal or the solicitation of an offer to sell or to buy or subscribe for securities or other financial instruments. Neither this nor any other communication prepared by the Lender is or should be construed as investment advice, a recommendation or proposal to enter into a particular transaction or pursue a particular strategy, or any statement as to the likelihood that a particular transaction or strategy will be effective in light of your business objectives or operations. Before entering into any particular transaction, you are advised to obtain such independent financial, legal, accounting and other advice as may be appropriate under the circumstances.

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**PROPOSAL EXPIRATION:** Unless otherwise extended by the Lender, this proposal shall expire at 5:00 p.m. EST on August 7, 2015.

**LENDER COUNSEL:** Chapman and Cutler LLP  
111 West Monroe  
Chicago, IL 60603  
David Field  
Telephone: (312) 845-3792  
[dfield@chapman.com](mailto:dfield@chapman.com)

**LEGAL FEES:**



**LENDER CONTACT:** State Street Public Lending Corp.  
c/o State Street Bank and Trust Company  
One Lincoln Street, 5<sup>th</sup> Floor  
Boston, MA 02111  
Mimi Li  
Vice President  
Telephone: (617) 664-3196  
Fax: (617) 946-0188  
[mkli@statestreet.com](mailto:mkli@statestreet.com)

**CONFIDENTIALITY:**

This proposal contains confidential and proprietary information. Except to the extent required by law, the Borrower may not disclose the contents of this proposal in whole or in part to any third parties other than financial advisors, attorneys, and other professional representatives retained in connection with the Facility without prior written consent of the Lender.

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## APPENDIX A: BANK RATING HISTORY

Moody's Rating History			
Year	Long-Term	Short-Term	Credit Watch/Outlook
2015	Aa3	P-1	Under Review For Possible Downgrade (03/17/15)
2014	Aa3	P-1	Stable
2013	Aa3	P-1	Stable (11/14/13)
	Aa2	P-1	Under Review For Possible Downgrade (07/02/13)
2012	Aa2	P-1	Stable (06/22/12)

S&P Rating History			
Year	Long-Term	Short-Term	Credit Watch/Outlook
2015	AA-	A-1+	Stable
2014	AA-	A-1+	Stable
2013	AA-	A-1+	Stable (06/11/13)
2012	AA-	A-1+	Negative

Fitch Rating History			
Year	Long-Term	Short-Term	Credit Watch/Outlook
2015	AA-	F1+	Stable
2014	AA-	F1+	Stable (08/14/14)
	A+	F1+	Positive
2013	A+	F1+	Positive (02/28/13)
2012	A+	F1+	Stable

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## APPENDIX B: EXPERIENCE

Letter of Credit	SBPA	Direct Loan
Alaska Airport	Anne Arundel County	Chicago Wastewater
Austin Airport System	City of Houston	
Austin Combined Utility	Clark County School District	
Basin Electric Cooperative	Colorado Springs	
Boston Water & Sewer	Connecticut HFA	
State of California	Contra Costa Water	
Chicago O'Hare Airport	Dallas Water and Sewer	
Chicago Water	DART	
City of Brownsville, Texas	Gainesville Utilities	
City of Houston CUS	Harris County, Texas	
City of Irvine	Harris County MTA	
City of San Francisco	Howard County	
Clark County, Nevada Airport	Iowa Housing Finance Authority	
CSU Institute	JEA	
Hillsborough County	Kentucky Housing	
Indianapolis Airport Auth.	King County, WA	
LA International Airport	LA Wastewater	
Las Vegas CVA	Maine SHA Used	
Lower Colorado River Auth.	Maryland CDA	
Long Island Power Auth.	Massachusetts	
Los Angeles County MTA	MBTA	
Manteca RDA	Minnesota Housing	
Maryland Transit Authority	Montgomery County, MD	
Massachusetts Port Author	Nashville and Davison County	
Menlo Park CDA	Nebraska Public Power	
Metropolitan Transit Auth	New York City	
Michigan SBA CP Program	Northside Ind School Dist.	
City of Milwaukee	NYC MWFA	
Missouri Highways	NYC TFA	
MWRA	NYPA CP Program	
New Mexico Finance Auth.	Ohio HFA	
Oklahoma City Water	Ohio Water	
Pittsburg RDA	Oregon Housing	
Riverside CTC CP	San Antonio CPS Energy	
San Francisco Airport	San Diego Transportation	
San Francisco Moscone	San Francisco PUC	
San Francisco Muni Transp	Santa Clara Valley Transit	
San Jose	Shelby County, TN	
SMUD	State of Wisconsin	
South Placer Wasterwater	Texas DOT	
State of Illinois	TN School Bond Authority	
TBTA	TX Transportation	
UMass Building Authority	TX Veterans Land Board	
Walnut Energy	Washington Suburban Sanitation Comm.	
	Wisconsin DOT	
	Wyoming CDA	

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## APPENDIX C: LITIGATION

In the ordinary course of business, State Street is involved in disputes, litigation, and governmental or regulatory inquiries and investigations, both pending and threatened. These matters, if resolved adversely against the Company, may result in monetary damages, fines and penalties or require changes in our business practices. The resolution of these proceedings is inherently difficult to predict. However, we do not believe that the amount of any judgment, settlement or other action arising from any pending proceeding will have a material adverse effect on our consolidated financial condition, although the outcome of certain matters may have a material adverse effect on our consolidated results of operations for the period in which such matter is resolved or a reserve is determined to be required.

Two related participants in State Street's securities lending program have brought suit against us challenging actions taken by us in response to their withdrawal from the program. We believe that certain withdrawals by these participants were inconsistent with the redemption policy applicable to the agency lending collateral pools and, consequently, redeemed their remaining interests through an in-kind distribution that reflected the assets these participants would have received had they acted in accordance with the collateral pools' redemption policy.

In October 2009, the Attorney General of the State of California commenced an action alleging that State Street's pricing of certain foreign exchange trades for certain California state pension plans was not consistent with the custody contracts for these plans and related disclosures to the plans. We deny the claims set out in the complaint, and are proceeding with our defense of this matter.

In February 2011, a putative class action was filed in federal court in Boston on behalf of all custodial clients that executed certain foreign exchange transactions through State Street from 1998 to 2009. The complaint alleges, among other things, that the rates at which State Street executed indirect foreign currency trades constituted an unfair and deceptive practice under Massachusetts law and a breach of the duty of loyalty. Two other putative class actions are currently pending in federal court in Boston alleging various violations of ERISA on behalf of all ERISA plans custodied with us that executed indirect foreign exchange trades with State Street from 1998 onward. Those complaints similarly allege that State Street caused class members to pay unfair and unreasonable rates on indirect foreign exchange trades with State

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Street. We deny the claims set out in these complaints, and are proceeding with our defense of these matters.

We provide custody services to and engage in principal foreign exchange trading with government pension plans in other jurisdictions, and attorneys general and other government authorities from a number of jurisdictions, as well as U.S. Attorney's offices, the U.S. Department of Labor, and the SEC have requested information or issued subpoenas concerning the pricing of our indirect foreign exchange trading.

State Street is named as a defendant in a complaint by investment management clients of TAG Virgin Islands, Inc., or TAG, who hold or held custodial accounts with State Street. The complaint alleges various claims in connection with certain assets managed by TAG. We deny the claims set out in the complaint, and are proceeding with our defense of this matter.

In January 2014, we entered into a settlement with the U.K. Financial Conduct Authority, or FCA, as a result of our having charged six clients of our U.K. transition management business during 2010 and 2011 amounts in excess of the contractual terms. The SEC and the U.S. Attorney are conducting separate inquiries into this matter.

We are responding to subpoenas from the Department of Justice and the SEC for information regarding our solicitation of asset servicing business of public retirement plans.

For additional information, please refer to State Street's current annual report on Form 10-K, on file with the Securities and Exchange Commission.

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RESOLUTION APPOINTING JOHN MORRISON AND WELLS WHITNEY TO THE  
CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY  
TRANSPORTATION AUTHORITY FOR TWO-YEAR TERMS

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 May 12, 2015 meeting, after careful review and consideration of all candidates' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of John Morrison and Wells Whitney to serve for a period of two years; now, therefore be it

RESOLVED, That the San Francisco County Transportation Authority does hereby appoint John Morrison and Wells Whitney to serve, for two-year terms, 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.



# Memorandum

**Date:** 05.04.15 **RE:** Plans and Programs Committee  
May 12, 2015

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

**From:** Maria Lombardo – Deputy Director for Policy and Programming *mel*

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

**Subject:** **ACTION** – Recommend Appointment of Two Members to the Citizens Advisory Committee

## Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the term expiration of Wells Whitney. Mr. Whitney is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants. **We are seeking a recommendation to appoint two members to the CAC.**

## BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancy is the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the term expiration of Wells Whitney. Mr. Whitney is seeking reappointment. There are currently 23 applicants to consider for the existing vacancies.

## DISCUSSION

The CAC is comprised of eleven members. The selection of each member is recommended at-large by the Plans and Programs Committee (Committee) and approved by the Transportation Authority Board. Per Section 6.2(f) of the Transportation Authority's Administrative Code, the eleven-member CAC:

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications

are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and e-mail blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee

### **ALTERNATIVES**

1. Recommend appointment of two members to the CAC.
2. Recommend appointment of one member to the CAC.
3. Defer action until additional outreach can be conducted.

### **CAC POSITION**

None. The CAC does not make recommendations on appointment of CAC members.

### **FINANCIAL IMPACTS**

None.

### **RECOMMENDATION**

None. Staff does not make recommendation on appointment of CAC members.

Attachments (2):

1. Current CAC Members
2. CAC Applicants

Enclosure:

1. CAC Applications

## Attachment 1

CITIZENS ADVISORY COMMITTEE<sup>1</sup>

<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation</b>	<b>First Appointed</b>	<b>Term Expiration</b>
Wells Whitney, Vice Chair	NP	NP	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 15
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 15
Eric Rutledge	NP	NP	4	Outer Sunset	Environmental, Neighborhood, Public Policy	Nov 13	Nov 15
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 16
John Larson	NP	NP	7	Miraloma Park	Neighborhood, Public Policy	Mar 14	Mar 16
Angela Minkin	F	C	11	Excelsior	Environmental, Neighborhood, Public Policy	May 12	May 16
Raymon Smith	NP	NP	6	NP	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	July 14	July 16
Brian Larkin	NP	NP	1	Richmond	Neighborhood	May 04	Sep 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Chris Waddling, Chair	NP	NP	10	Silver Terrace/Bayview	Environmental, Neighborhood	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17

A – Asian American      AA – African American      C – Caucasian      H – Hispanic      NA – Native American      NP – Voluntary Information, Not Provided

<sup>1</sup> Shading denotes open seats on the CAC.

Attachment 2 (Updated 05.04.15)

APPLICANTS

<b>Name</b>	<b>Ethnicity</b>	<b>Gender</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
1 Soumya Aleti*	East Indian	F	1	Lone Mountain	Business, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
2 Renee Anderson*	C	F	11	Outer Mission	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen
3 Karwanna Dyson*	AA	F	10	Bayview Hunters Point	Business, Neighborhood
4 Peter Fortune*	NP	M	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
5 Rachel Frederick*	NP	NP	4	Central Sunset	Business, Environmental, Neighborhood, Public Policy
6 Aaron Goodman	NP	NP	11	Lakeside/Parkmerced	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
7 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
8 Tom Hubbard*	C	M	5	Cole Valley	Environment, Neighborhood
9 Michele Jacques	NP	NP	7	Oceanview	Neighborhood, Public Policy
10 Johnny Jaramillo*	NA	M	2	Van Ness Corridor	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
11 Lee Jewell*	C	M	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
12 Jack Kleytman*	C	M	4	Outer Sunset	Business, Neighborhood
13 Roger Kuo*	A	M	3	Financial District	Business, Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen
14 Jessica Lunney	C	F	2	Cow Hollow	Business, Environmental, Neighborhood, Public Policy
15 John Morrison*	NP	M	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
16 Catherine Orland	C	F	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy

<b>Name</b>	<b>Ethnicity</b>	<b>Gender</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>	
17 Glenn Rogers	NP	NP	7	NP	Business, Disabled, Environmental, Labor, Neighborhood, Senior Citizen	
18 Deborah Schrimmer	C	F	5	Cole Valley	Neighborhood, Public Policy	
19 Daniel Sisson	H/C	M	1	Inner Richmond	Neighborhood	
20 Howard Strassner	NP	NP	7	NP	Environmental, Neighborhood, Public Policy, Senior Citizen	
21 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy	
22 Wells Whitney	C	M	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	
23 Jeffrey Wood	NP	M	8	Noe Valley	Environmental, Labor, Neighborhood, Public Policy	
	A – Asian American	AA – African American	C – Caucasian	H – Hispanic	NA – Native American	NP – Voluntary Information, Not Provided

\* Applicant has not appeared before the Plans and Programs Committee.

RESOLUTION ALLOCATING \$772,900 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$90,000 IN PROP K FUNDS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received four requests for a total of \$862,900 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, Two of the requests are consistent with their relevant adopted 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Polk Street Traffic Signal Upgrade, and Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital] 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 \$772,900 in Prop K funds, with conditions, and appropriating \$90,000 in Prop K funds, with conditions, for all four 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 requests at its April 22, 2015 meeting and adopted a motion of support for the staff recommendation; and



WHEREAS, On May 12, 2015 the Plans and Programs Committee reviewed the subject requests 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 Signals and Signs, and Bicycle Safety and Circulation 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$772,900 in Prop K funds, with conditions, and appropriates \$90,000 in Prop K funds, with conditions, for four 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 Allocation Summary - FY 2014/15
5. Prop K Allocation Request Forms (4)

## 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	31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	\$ 354,000	26%	21%	Design	1, 3, 6, 7, 8
Prop K	33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	\$ 1,547,500	41%	75%	Construction	2, 3, 6
Prop K	39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	\$ 100,000	\$ -	\$ 100,000	27%	0%	Planning	10
Prop K	44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	\$ 125,000	40%	20%	Planning	2
			<b>TOTAL</b>	<b>\$ 862,900</b>	<b>\$ -</b>	<b>\$ 2,126,500</b>	<b>38%</b>	<b>59%</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: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

<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
31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	Prop K sales tax funds will be used to design new traffic signals at six intersections including Folsom & Mabini, 28th Avenue & Fulton, 33rd Avenue & Fulton, 37th Avenue & Fulton, 19th & Dolores and Columbus & Francisco; and flashing beacons systems at the intersections of Monterey & Detroit and O'Shaughnessy & Malta. All locations will have new pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, curb ramps (15-20 total), and mast-arm mounted signal heads. Five locations are located on the Vision Zero High Injury Network. Design will be complete by June 2016 and all signals will be activated/ open for use by December 2017.
33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	Sales tax funds will be used to upgrade traffic signals at 9 intersections along Polk Street, a Walkfirst High-Injury Corridor, with pedestrian countdown signals and accessible pedestrian signals. Signal visibility at each intersection will also be improved by better placement of poles and vehicular signal indications. Construction is scheduled to begin in December 2015 and end in December 2016. This project is being coordinated with the Polk Street Streetscape project, which is to begin construction by April 2015.
39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [N'TIP Capital]	\$ 100,000	\$ -	Neighborhood Transportation Improvement Program (N'TIP) capital funds will be used to advance the design of bicycle and pedestrian improvements at three key sites south of Chavez near the U.S. 101 southbound on-ramp at the Chavez/ Bayshore/Potrero intersection. Building on recommendations from the Cesar Chavez East Community Design Plan (2012), this project will result in 20% design drawings of wider multi-use path or separated paths providing east-west bicycle and pedestrian access through the interchange area, and accessibility upgrades for the steep grade under the U.S. 101 southbound ramp. The project also includes the conceptual design of a separated bike facility/cycle track on Bayshore between Marin and Jerrold and a lighting plan for the interchange area. SFMTA will conduct stakeholder outreach including Caltrans involvement and a walking and bike audit of the project area, and develop the design drawings. San Francisco Public Works will perform area surveys and develop the lighting plan. The project will be completed by June 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
44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	Requested NTIP planning funds, which are proposed to be matched by \$25,000 from Commissioner Farrell's office, will be used to engage the community, Commissioner Farrell's office, the Lombard Street Working Group, and other relevant stakeholders in a planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. The purpose of the effort is to identify and evaluate a range of options to manage visitor access and circulation on the "crooked street" while maintaining the character of the street, managing vehicle and pedestrian congestion, avoiding spillover effects into adjacent streets, and other goals. The request includes a \$10,000 allocation to the SFMTA to support its staff work on the NTIP study. The study will be completed by December 2015.
<b>TOTAL</b>			<b>\$ 862,900</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
31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	
33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> Our recommendation is contingent upon a 5YPP amendment to the Signs and Signals category to reprogram \$382,900 in FY 2014/15 funds currently programmed to the design phase of the subject project to the construction phase.
39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	\$ 100,000	\$ -	<b>5YPP Amendment:</b> Our recommendation is contingent on an amendment to the Bicycle Circulation/Safety 5YPP to reprogram \$50,000 in FY 2014/15 Embarcadero Bikeways Enhancement environmental phase funds to the subject project in FY 2014/15 and reprogram \$50,000 in FY 2015/16 NTIP placeholder funds to the Embarcadero Bikeways Enhancement project in FY 2015/16. The environmental phase of the Embarcadero project will not proceed in FY 15/16.
44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	
<b>TOTAL</b>			<b>\$ 862,900</b>	<b>\$ -</b>	

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

**Attachment 4.  
Prop K Allocation  
Summary FY 2014/15**

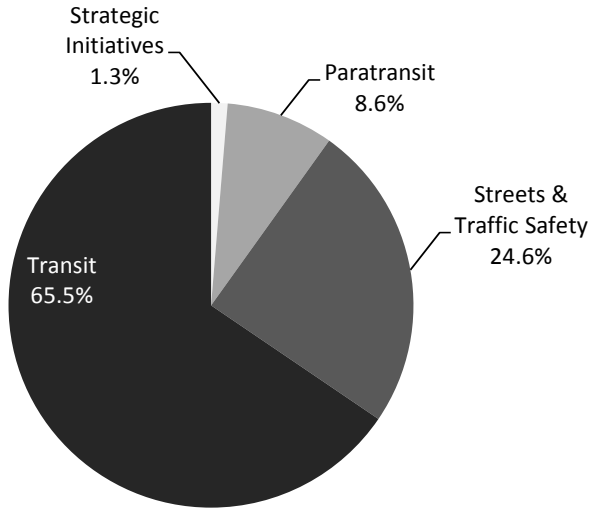
**PROP K SALES TAX**

	Total	CASH FLOW				
		FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FYs 2019/20 - 2027/28 <sup>1</sup>
Prior Allocations	\$ 240,181,816	\$ 64,982,600	\$ 31,136,648	\$ 16,001,916	\$ 1,500,000	\$ 126,560,652
Current Request(s)	\$ 862,900	\$ 75,000	\$ 596,450	\$ 191,450	\$ -	\$ -
New Total Allocations	\$ 241,044,716	\$ 65,057,600	\$ 31,733,098	\$ 16,193,366	\$ 1,500,000	\$ 126,560,652

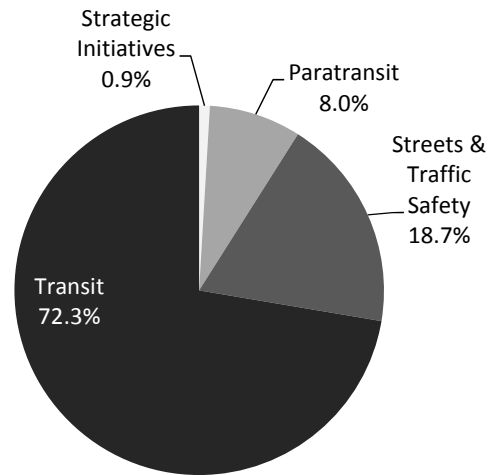
The above table shows maximum annual cash flow for all FY 2014/15 allocations approved to date, along with the current recommended

<sup>1</sup> Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

**Investment Commitments, per Prop K Expenditure Plan**



**Prop K Investments To Date**



**Attachment 5**  
**Prop K Grouped Allocation Requests**  
**May 2015 Board Action**

**Table of Contents**

<b>No.</b>	<b>Fund Source</b>	<b>Project Sponsor<sup>1</sup></b>	<b>EP<sup>2</sup> Line Item/ Category Description</b>	<b>Project Name</b>	<b>Phase</b>	<b>Funds Requested</b>
1	Prop K	SFMTA	New Signals & Signs	New Signal Contract 63 [Vision Zero]	Design	\$ 280,000
2	Prop K	SFMTA	Signals & Signs	Polk Street Traffic Signal Upgrade	Construction	\$ 382,900
3	Prop K	SFMTA	Bicycle Circulation/ Safety & Pedestrian Circulation/ Safety	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	Planning	\$ 100,000
4	Prop K	SFCTA, SFMTA	Transportation/ Land Use Coordination	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	Planning	\$ 100,000
<b>Total Requested</b>						<b>\$ 862,900</b>

<sup>1</sup> Acronyms include SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency).

<sup>2</sup> EP stands for Expenditure Plan.



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**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="ii. System Operations, Efficiency and Safety"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a. New Signals and Signs"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="31"/>	<b>Current Prop K Request:</b> <input type="text" value="\$280,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisory District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The SFMTA is seeking \$280,000 in Prop K sales tax funds toward the design of 6 new traffic signals, 2 flashing beacon systems and related pedestrian improvements to be constructed under New Signal Contract 63.

Please see following pages for details.

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

**Background and Scope**

In addition to the six new traffic signals and two flashing beacon systems, two non-Prop K funded locations will also be part of Contract 63. All new signal locations will have new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring, poles, curb ramps (15 – 20 total), and mast-arm mounted signals.

The locations under this project are as follows:

<b>Table 1. Contract 63 Locations</b>						
<b>Prop K – Funded Signals/Beacons</b>						
<b>ID</b>	<b>Intersection</b>	<b>Type</b>	<b>Funding</b>	<b>Existing Control</b>	<b>Dist</b>	<b>Vision Zero High-Injury Network</b>
1	Folsom and Mabini Streets	Traffic Signal	Prop K	One-way stop	6	Y
2	28 <sup>th</sup> Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	Y
3	33 <sup>rd</sup> Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	Y
4	37 <sup>th</sup> Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	N
5	19 <sup>th</sup> and Dolores Streets	Traffic Signal	Prop K	One-way stop	8	Y
6	Columbus and Francisco Sts	Traffic Signal	Prop K	Two-way stop	3	Y
7	Monterey and Detroit Streets	Flashing Beacon	Prop K	None	7	N
8	O’Shaughnessy Bl & Malta St	Flashing Beacon	Prop K	One-way stop	7,8	N
<b>Non Prop K – Funded Signals/Beacons</b>						
9	California and Commonwealth	Flashing Beacon	Private	One-way stop	1	Y
10	Russ and Howard Streets	Traffic Signal	SOMA Fund	One-way stop	6	Y

**Location Selection Criteria**

The intersections in this scope were selected after careful review by SFMTA staff of traffic signal requests received by the Agency each year, as well as locations nominated by staff. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements).

All the locations proposed for signalization are intended to improve pedestrian safety on the City’s primary and secondary arterial streets. The Agency will be developing a separate but concurrent new signal contract which addresses intersections that are in the Walkfirst Pedestrian High-Injury Corridors. That separate project will be funded by Walkfirst funds.

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

The intersections in this subject request involve multi-lane streets like Folsom Street, Fulton Street, Dolores Street, Columbus Avenue and Monterey Boulevard which are susceptible to the multiple-threat situation where a motorist may stop for a pedestrian or other cross street traffic but motorists in the adjacent lane may not. Speeds can also be a significant factor. Even streets with 25 MPH speed limits can be very intimidating for pedestrians to cross. At most of these locations, the SFMTA has installed continental crosswalks, advance signage, and other traffic control devices to highlight these pedestrian crossings. At this time, however, SFMTA staff believes signalization would improve the pedestrian right-of-way issues at these locations.

Folsom and Mabini was identified in the Central Corridor Plan as a location to be signalized to allow for a protected crossing of Folsom Street. It is supported by the Yerba Buena Consortium group. Russ and Howard was an intersection requested by the South of Market Community groups. It would complement the signal at Folsom and Russ installed as part of Contract 60 in 2012, using the same funding source. Russ Street connects the Victoria Draves Manalo Park and Bessie Carmichael Elementary School to the northern portion of the SOMA neighborhood grid.

The three locations along Fulton Street were identified as locations where pedestrian safety would be improved with a traffic signal. All three locations are at transit stops. The intersection at 37<sup>th</sup> and Fulton is adjacent to a senior citizen facility.

The intersection at 19<sup>th</sup> and Dolores is adjacent to Dolores Park and is located between two signalized intersections. It also flanks Dolores Park playground and is a key entrance into the park.

Columbus and Francisco is the only uncontrolled intersection along the Columbus Avenue corridor and where the Agency has received multiple requests in the past for STOP signs or signal control.

The three flashing beacon locations are being proposed at intersections where full signal control is not warranted but where beacons are appropriate devices: Monterey midblock crosswalk at Detroit, O'Shaughnessy midblock crosswalk at Malta and the California St crosswalk at Commonwealth. The California crosswalk will be paid for by private funds (California Pacific Medical Center).

### **Project Benefits**

New traffic signals provide the benefits of improved right-of-way assignment and access across major streets. All but one of the proposed signal locations currently have stop sign controls on the side street, while the major street is uncontrolled. Motorists from the side street have to stop and proceed only when there is a safe gap in traffic. Most importantly, pedestrians who cross the major street must also choose a gap in traffic in determining when to cross and depend on motorists to yield to them once they legally enter the crosswalk. New traffic signals will improve conditions for pedestrians by stopping traffic along the major street while allowing pedestrians and cross-traffic to proceed.

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

All new traffic signals the SFMTA installs will have Pedestrian Countdown Signals (PCS). PCSs have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern as to whether there is enough time left in a signal cycle to cross the intersection safely.

**Community Support**

All the new signal locations were requested by the members of the public, some with specific interest from local district supervisors. The SFMTA has scheduled a public hearing in May 2015 to solicit input regarding the new signal locations and expect to receive overwhelming support.

**Implementation**

The SFMTA Sustainable Streets Division will manage the scope of the detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering or the SFMTA's Muni Engineering Division will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Work Performed By</u>
Electrical Design	SFMTA Sustainable Streets Division
Curb Ramp Design	DPW Streets and Highways
Review of Electrical Design	DPW Bureau of Engineering
Construction Management	DPW Infrastructure Construction Management
Contract Support	DPW Bureau of Engineering
Construction Support	SFMTA Sustainable Streets Division

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

**Table 2. Ranked New Signal Candidate Locations**

<b>Rank</b>	<b>Intersection</b>	<b>Project Name per Prop K 5YPP (2014)</b>	<b>Current Status as of December 2014</b>	<b>Districts</b>	<b>Prioritization Factors</b>
9	16th/Capp	Programmed in 2009 5YPP	Under construction as part of CT 61	6	11 injury collisions in last 5 years, incl 3 peds. Marked school crosswalk. Near BART
11	6th/Minna	Programmed in 2009 5YPP	Under construction as part of CT 61	6	8 injury collisions in last 5 years, incl 4 peds.
6	47th/Sloat	Programmed in 2009 5YPP	Under construction as part of CT 61	4,7	3 inj/ 5 years; 1 ped; Heavy ped volumes; would help Muni 18 make left turns
10	Geary/Palm	Programmed in 2009 5YPP	Under construction as part of CT 61	1,2	Senior facility on major corridor
8	Lake Merced/ John Muir Drive	Programmed in 2009 5YPP	Under construction as part of CT 61	7	9 injury collisions in last 5 years; requested multiple times in the last 3 years
	24th/ Fair Oaks	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	8	
	Sloat/ Beachmont	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	7	
	Page	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	5	
	Post/ Octavia	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	5	
19	Sunset/ Yorba	Contract 62	Construction advanced - removed from Contract 62 scope	4	9 inj,/5 years, 5 peds. Multilane, 35 MPH
14	34th/Lincoln	Contract 62	Contract 62	1, 4	6 inj/ 5 years; 2 peds
17	22 <sup>nd</sup> /Geary	Contract 62	Contract 62	1	9 inj,/5 years, 2 peds. Multilane
18	26 <sup>th</sup> /Geary	Contract 62	Contract 62	1	9 inj,/5 years, 5 peds. Multilane, school
20	O'Farrell/ Webster	Contract 62	Contract 62	5	8 inj,/5 years, 6 peds. School Crossing
	8th/ Natoma	Contract 62	Contract 62	6	
	350 Francisco	Contract 62	Contract 62 (flashing beacon)	3	
	Sunset/ Wawona	not listed	Contract 62	4	
	Sunset/ Moraga	not listed	Contract 62	4	

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

Rank	Intersection	Project Name per Prop K 5YPP (2014)	Current Status as of December 2014	Districts	Prioritization Factors
	Folsom/Mabini	not listed	CT 63	6	Unmarked crosswalk across Folsom 2 injury collisions; incl 1 ped
	28 <sup>th</sup> /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop 3 injury collisions; incl 3 peds
	33 <sup>rd</sup> /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop 0 injury collisions
	37 <sup>th</sup> /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop; adjacent to senior center 2 injury collisions; incl 1 ped
	19 <sup>th</sup> /Dolores	not listed	CT 63	8	Marked uncontrolled crosswalk across Dolores Park 4 injury collisions; incl 3 peds
	Francisco/Columbus	not listed	CT 63	3	Marked uncontrolled crosswalk across Columbus 2 injury collisions; incl 3 peds
	Monterey and Detroit Streets	not listed	CT 63	7	Marked uncontrolled crosswalk across Monterey 0 injury collisions
	O'Shaughnessy Bl & Malta St	not listed	CT 63	8	Marked uncontrolled crosswalk across O'Shaughnessy 0 injury collisions
	California and Commonwealth	not listed	CT 63 (not funded by Prop K)	2	Marked uncontrolled crosswalk across California 3 injury collisions; incl 2 peds
	Russ/Howard	not listed	CT 63 (not funded by Prop K)	6	Unmarked crosswalk across Howard 3 injury collisions, no ped collisions
1	Clay/Hyde	not listed	CT 64 - Candidate	3	1 injury collision in the last 5 years; includes 1 ped collision; cable car
2	Crescent/Mission	2016/17 placeholder	CT 64 - Candidate	9	4 inj/5 years; incl 1 ped collision;
3	Geneva/Louisburg	2016/17 placeholder	CT 64 - Candidate	11	1 inj/5 years; no ped collisions; Geneva/Howth one block away was signalized in 2013 which has helped pedestrians cross Geneva Ave
4	Mission/ Niagara	2016/17 placeholder	CT 64 - Candidate	11	6 inj/5 years; 1 ped collision;
5	16th/Utah	2016/17 placeholder	CT 64 - Candidate	10	2 inj/ 5 years; 0 ped collisions
7	Highland/Mission	2016/17 placeholder	CT 64 - Candidate	9	3 inj/5 years; 3 ped collision;
13	Kezar/Lincoln	2016/17 placeholder	CT 64 - Candidate/TEP	1, 5	7 inj/ 5 years; no peds
21	Oakdale/Loomis	2016/17 placeholder	CT 64 Candidate	10	10 inj/5years, 0 peds,
22	Arlington/Bosworth	2016/17 placeholder	CT 64 Candidate	8	8 inj/5years, 1 peds; to be funded by Glen Park FTA funds

**San Francisco County Transportation Authority  
Proposition K/AA Sales Tax Program Allocation Request Form**

<b>Rank</b>	<b>Intersection</b>	<b>Project Name per Prop K 5YPP (2014)</b>	<b>Current Status as of December 2014</b>	<b>Districts</b>	<b>Prioritization Factors</b>
23	Bosworth/ Lippard	2016/17 placeholder	CT 64 Candidate	8	Highest number of vehicles stopped an all-way STOP
24	6 <sup>th</sup> /Stevenson	2016/17 placeholder	CT 64 Candidate	6	6 inj/5years, 3 peds
16	14th/Harrison	2016/17 placeholder	CT 64 - Candidate	6	6 inj/ 5 years; 1 ped
12	6th/Jessie	2016/17 placeholder	WF Project	6	10 inj/5 years; including 7 peds; there are other traffic calming efforts; signal to be funded by Walkfirst
15	Geneva/ Stoneridge	2016/17 placeholder	WF Project	10	3 inj/ 5 years; 3 peds; private street; signal to be funded by walkfirst

Table 3 - Prioritization Criteria and Scoring Table  
New Signals and Sign (EP 31)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Replaces Asset at End of Useful Life	Improves Project Delivery Rate	
<b>Total Possible Score</b>	4	3	3	4	3	3	20
<b>New Equipment</b>							
New Equipment	2	0	1	2	3	3	11
	<b>Project Readiness</b>	<b>Community Support</b>	<b>Time Sensitive Urgency</b>	<b>Safety</b>	<b>Benefits to Multiple Users</b>	<b>Supports Transit First</b>	<b>Total</b>
<b>Total Possible Score</b>	4	3	3	4	3	3	20
<b>Follow-the-Paving</b>							
Follow-the-Paving (New Pavement Markers and Conduits)	Locations will be scored at the time of allocation. See text for more details.						
<b>New Traffic Signals</b>							
New Traffic Signals (5 Locations) Contract 62	4	1	0	4	3	1	13
New Signal Contract 63	4	2	0	4	3	1	14
New Traffic Signals (5 Locations) FY 18 (PS&E)	Locations will be scored at the time of allocation. See text for more details.						
<b>Safe Streets</b>							
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text for more details.						
Safety Enhancements (New Pavement Markers)	Locations will be scored at the time of allocation. See text for more details.						
New Pedestrian Countdown Signals	Locations will be scored at the time of allocation. See text for more details.						
New Traffic Signs	Locations will be scored at the time of allocation. See text for more details.						

**Prioritization Criteria Definitions:**

**Project Readiness:** Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

**Community Support:** Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program. Three points for a project in an adopted community based plan with evidence of diverse community support. Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups. One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.



**Table 3 - Prioritization Criteria and Scoring Table  
New Signals and Sign (EP 31)**

**Time Sensitive Urgency:** Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

**New Equipment Subcategory:**

**Safety:** Improves or mitigates a documented unsafe condition -- Improves worker safety.

**Replaces asset at end of useful life:** Replaces equipment that has reached the end of useful life per industry-accepted levels.

**Improves Project Delivery Rate:** Supports accelerated project delivery (e.g., additional paint truck).

**All Other Subcategories:**

**Safety:** (One point for each): Addresses demonstrated safety issue; reduces potential conflicts between modes; benefits users of multiple modes; and increases security.

**Provides Benefits to Multiple Users:** Projects receives one point each for addressing the needs of pedestrians, bicyclists, and/or transit users.

**Supports Transit First:** Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** New Signal Contract 63 [Vision Zero]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt      **Completion Date**  
(mm/dd/yy)

**Status:** Underway     

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2014/15	4	2015/16
Prepare Bid Documents				
Advertise Construction	1	2016/17		
Start Construction (e.g., Award Contract)	2	2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2017/18
Project Closeout (i.e., final expenses incurred)			4	2017/18

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

<u>Milestone</u>	<u>Complete</u>
Design	June 2016
Advertise for Construction	August 2016
Construction Begins	December 2016
Open for Use	December 2017

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** New Signal Contract 63 [Vision Zero]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$354,000	\$280,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$354,000	\$280,000	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$354,000	SFMTA Estimate based on previous projects
R/W Activities/Acquisition		
Construction	\$ 1,951,000	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 2,305,000</b>	

**% Complete of Design:** 0 as of 3/16/15

**Expected Useful Life:** 30 Years

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

**New Signal Contract 63 [Vision Zero]**

DESIGN PHASE	Cost	Performed by	Budget Detail Reference
<b>Task</b>			
Detailed Design & Coordination	\$170,484	SFMTA	<b>I</b>
Electrical Design Review	\$118,281	SFPW (BOE)	<b>II</b>
Curb Ramp Design	\$63,666	SFPW (BOE)	<b>III</b>
City Attorney Review	<u>\$1,000</u>	City Attorney	
Total	\$ 353,432		
<b>DESIGN PHASE COST</b>	<b>\$ 354,000</b>		

Prop K Intersections	\$ 280,000	
SOMA Stabilization Fund Intersections	\$ 60,000	(Russ/Howard)
CPMC Intersection	\$ 14,000	(California/Commonwealth)
Total	<u>\$ 354,000</u>	

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

CONSTRUCTION PHASE	Cost- Estimate	% of Contract Cost	Performed by
1 Contract Cost	\$1,200,000		Contractor
2 Contingency (10%)	\$120,000	10%	N/A
3 Controllers	\$140,000	12%	
4 APS/Vehicle Detectors	\$70,000	6%	Procurement of APS and Sensys Veh Detection
5 Ct Prep & DPW Eng Support	\$21,000	2%	DPW (Bureau of Engineering)
6 Construction Engineering/Inspection	\$140,000	12%	DPW (Bureau of Construction Mgmt)
7a Public Affairs	\$15,000	1%	DPW (Bureau of Construction Mgmt)
7b Material Testing	\$65,000	5%	DPW (Bureau of Construction Mgmt)
7c Wage Check	\$30,000	2%	DPW (Bureau of Construction Mgmt)
8 Construction Support	<u>\$150,000</u>	13%	SFMTA Eng & Shops
<b>Construction Phase Subtotal</b>	<b>\$1,951,000</b>		
<b>Rounded to</b>	<b>\$1,951,000</b>		
<b>TOTAL COST OF ALL PHASES</b>	<b><u><u>\$2,305,000</u></u></b>		

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

AGENCY STAFF (DESIGN PHASE)

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

**I SFMTA Labor**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	97,084	60,855	\$ 157,939	0.803	\$ 126,825	\$ 284,764	0.125	260	\$ 35,595
Senior Engineer (5211)	155,766	85,640	\$ 241,406	0.803	\$ 193,849	\$ 435,256	0.029	60	\$ 12,555
Engineer (5241)	134,576	75,738	\$ 210,314	0.803	\$ 168,882	\$ 379,196	0.067	140	\$ 25,523
Associate Engineer (5207)	116,246	67,172	\$ 183,418	0.803	\$ 147,285	\$ 330,703	0.125	260	\$ 41,338
Assistant Engineer (5203)	99,944	60,044	\$ 159,988	0.803	\$ 128,470	\$ 288,458	0.192	400	\$ 55,473
<b>Total</b>							<b>0.538</b>	<b>1,120</b>	<b>\$ 170,484</b>

**II DPW Bureau of Engineering (BOE) - Electrical Review**

Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
60	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.029	\$ 12,177
150	Engineer (5241)	\$ 134,576	\$ 364,701	0.072	\$ 26,301
220	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.106	\$ 28,647
460	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.221	\$ 51,157
890	Total			0.428	<b>\$ 118,281</b>

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**III DPW Bureau of Engineering**      Overhead      2.71  
**(BOE) - Curb Ramp Design**      Rate:

<b>Hours</b>	<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
16	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.008	\$ 3,247
46	Engineer (5241)	\$ 134,576	\$ 364,701	0.022	\$ 8,066
180	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.087	\$ 23,439
260	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.125	\$ 28,915
502	Total			0.241	\$ 63,666

\* Base Salary is step 5 for each classification in effect today.

\*\* Electricians receive a 5% premium when assigned as traffic signal electricians

\*\*\* Construction Inspectors receive a 5% premium when acting in that capacity

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

FY 2014/15

Project Name: New Signal Contract 63 [Vision Zero]

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$280,000  
 5-Year Prioritization Program Amount: \$375,000 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$525,000

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested:  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 from the New Traffic Signals (5 Locations) placeholder in the New Traffic Signals subcategory of the New Signals and Signs 5YPP.  
 The Strategic Plan amount is the entire amount programmed in the New Signals and Signs category in Fiscal Year 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$280,000		\$280,000
SOMA Community Stabilization Fund		\$60,000		\$60,000
Private Funds			\$14,000	\$14,000
				\$0
				\$0
				\$0
<b>Total:</b>		\$354,000	\$14,000	\$354,000

Actual Prop K Leveraging - This Phase: 20.90%  
 Expected Prop K Leveraging per Expenditure Plan: 26.13%

\$354,000  
Total from Cost worksheet



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant? No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$1,875,000		\$1,875,000
SOMA Stabilization Fund		\$350,000		\$350,000
Private Funds			\$80,000	\$80,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$2,225,000	\$80,000	\$ 2,305,000

Actual Prop K Leveraging - Entire Project:	18.66%	\$ 2,305,000
Expected Prop K Leveraging per Expenditure Plan:	26.13%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST	
Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.	

Prop K Funds Requested: \$280,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$280,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	\$280,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	\$0		

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$280,000	Design Engineering (PS&E)
<b>Total:</b>	<b>\$280,000</b>		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 31	FY 2014/15	\$0	0.00%	\$280,000
Prop K EP 31	FY 2015/16	\$280,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$280,000</b>	<b>100%</b>	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 31	FY 2014/15	Design Engineering (PS&E)	\$0	0%	\$280,000
Prop K EP 31	FY 2015/16	Design Engineering (PS&E)	\$280,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$280,000</b>		

**Prop K/Prop AA Fund Expiration Date:**  Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

**Deliverables:**

1.
2.
3.
4.
5.

**Special Conditions:**

1.
2.

**Notes:**

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	79.10%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

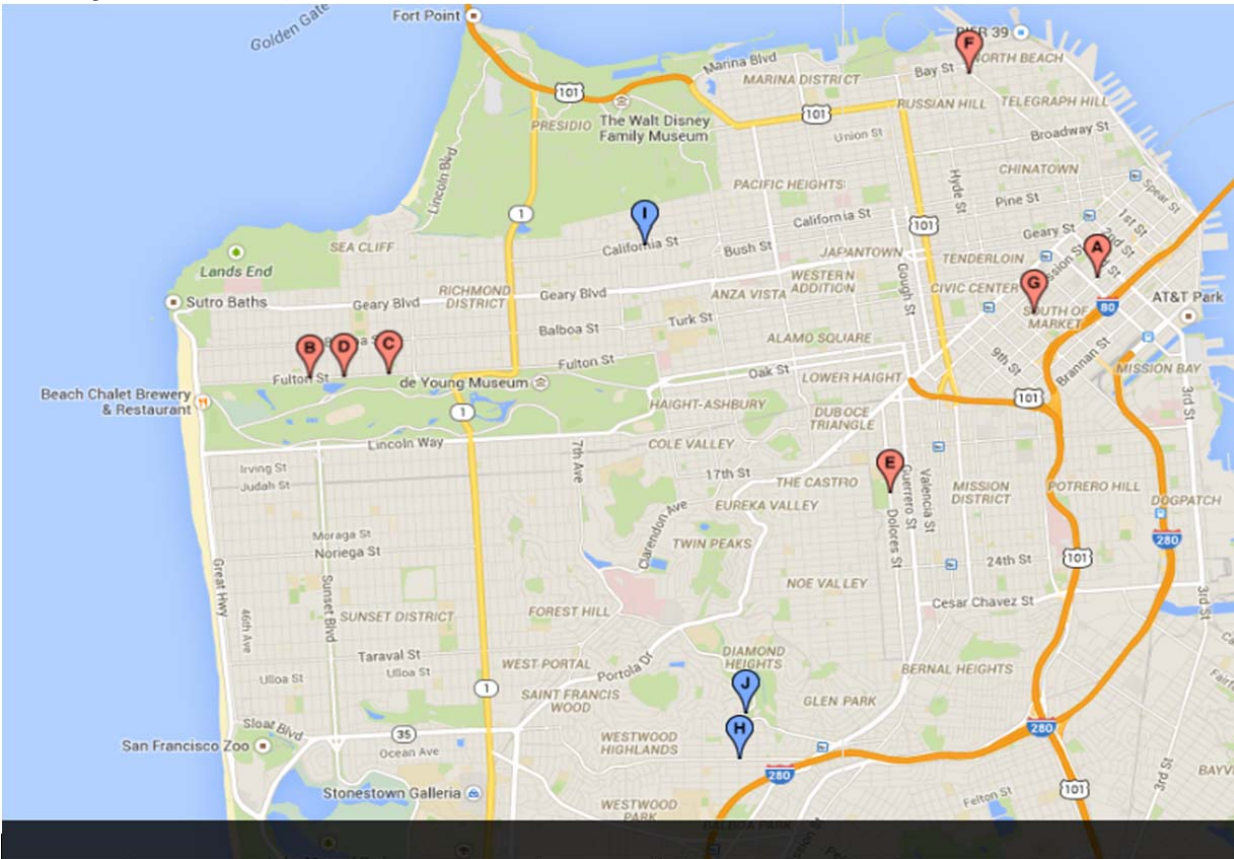
**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

**New Signal Contract 63 [Vision Zero]**



A	Folsom and Mabini	Prop K	Signal
B	37th Avenue and Fulton	Prop K	Signal
C	28th Avenue and Fulton	Prop K	Signal
D	33rd Avenue and Fulton	Prop K	Signal
E	19th and Dolores	Prop K	Signal
F	Columbus and Francisco	Prop K	Signal
G	Russ and Howard	SOMA	Signal
H	Monterey and Detroit	Prop K	Beacon
I	California and Commonwealth	Private	Beacon
J	O'Shaughnessy and Malta	Prop K	Beacon

San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form



Traffic Controller and new curb ramps



Pedestrian Countdown Signal



Mast Arm Signal

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2014/15      Current Prop K Request: \$ 280,000  
 Current Prop AA Request: \$ -

Project Name: New Signal Contract 63 [Vision Zero]

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8h floor San Francisco, CA 94103-5417

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iii. System Maintenance and Renovations (streets)"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="a. Signals and Signs"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="33"/>	<b>Current Prop K Request:</b> \$ <input type="text" value="382,900"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

See next page.

## Background and Scope

The SFMTA requests Prop K funds in the amount of \$382,900 towards the construction phase of the Polk Street Traffic Signal Upgrade project. Federal Highway Safety Improvement Program (HSIP) funds are providing \$1,164,600 of the project budget. The total construction phase cost is \$1,547,500. The purpose of the project is to upgrade the traffic signals at nine intersections along Polk Street so that pedestrian countdown signals (PCS) can be added where they are currently missing. New accessible pedestrian signals (APS) will be added at five intersections. The signal visibility at each intersection will also be improved by better placement of poles and vehicular signal indications.

Polk Street is a Walkfirst High-Injury Corridor. The addition of PCS at these locations is consistent with the City's Vision Zero goals.

## Scope

The project scope is summarized in Table 1 below.

**Table 1 – Polk Street Traffic Signal Upgrade**

Cross Street	Larger Signal Heads	New Poles	New PCS	New APS	Controller/Cabinet	New Conduits	# of Curb Ramps
Union	X	X	X		X	X	
Broadway	X	X	X	X	X	X	
Pacific	X	X	X	X	X	X	
Jackson	X	X	X	X	X	X	
Washington	X	X	X	X	X	X	*
Clay	X	X	X	X	X	X	*
Sacramento	X	X	X		X	X	*
California	X	X	X		X	X	*
Post	X	X	X		X	X	*

\* curb ramps to be installed by Polk Street Streetscape Project which will follow project

SFMTA and DPW Staff have been coordinating closely especially in light of the upcoming Polk Streetscape project. Based on this coordination effort, staff from both agencies jointly resolved to have all curb ramps at these nine project intersections be constructed as part of the streetscape project. The Streetscape project will go to construction 3-4 months after the start of this Polk Street project. There will be some overlap in the construction between the two phases and staff will work with DPW Construction Management to coordinate the work.



**Implementation**

SFMTA's Sustainable Streets Division is managing the scope of the planning and detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Force Account Work Performed By</u>
Design	SFMTA Sustainable Streets Division staff
Curb Ramps	DPW or SFMTA Engineering
Review of Electrical Design	DPW-Bureau of Engineering
Construction Management	DPW- Bureau of Construction

**Schedule**

Polk Street Signal Upgrade Project	
Advertise	June 2015-August 2015 (Depending on Caltrans approval date)
Begin Construction	December 2015
Completion	December 2016
Polk Streetscape Project	
Advertise	November 2015
Begin Construction	March 2016
Completion	September 2017

**Construction Budget**

The total amount of HSIP funds for the construction phase of this project is \$1,164,600. The minimum required match is \$129,400 (10%).

However, because the cost is estimated to be \$1,547,500, the project needs \$382,900 in local funds to be complete. We are thus requesting over and above the required match. Federal fund programs like HSIP also cap the amount that can be spent on construction engineering and inspection at 10% of contract costs, where typical City projects is usually in the range of 20-25%.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Polk Street Traffic Signal Upgrade

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt **Completion Date (mm/dd/yy)**

**Status:** N/A

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	4	2014/15
Prepare Bid Documents				
Advertise Construction	4	2014/15		
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2016/17
Project Closeout (i.e., final expenses incurred)			1	2017/18

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

<u>Milestone</u>	<u>Complete</u>
Design	June 2015
Advertise for Construction	June-August 2015 (Dependent on Caltrans approval date)
Construction Begins	December 2015
Open for Use	December 2016

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Polk Street Traffic Signal Upgrade

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 1,547,500	\$ 382,900	
Procurement (e.g. rolling stock)				
		\$1,547,500	\$382,900	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$315,000	SFMTA actual costs
R/W Activities/Acquisition		
Construction	\$ 1,547,500	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 1,862,500</b>	

**% Complete of Design:** 90 as of 3/13/15

**Expected Useful Life:** 30 Years

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

**MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.

2. Requests for project development should include preliminary estimates for later phases such as construction.

3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.

4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.

5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.

**Polk Street Traffic Signal Upgrade**

Description	Cost	Performed by	Budget Detail Reference
1 Detailed Design & Coordination	\$165,000	SFMTA	
2 Electrical Design Review	\$150,000	SFDPW	
	\$ 315,000		
<b>TOTAL DESIGN PHASE \$ 315,000</b>			

CONSTRUCTION PHASE	Cost-Estimate	% of Contract Cost	Performed by
1 Contract Cost	\$850,000		Contractor
2 Contingency (15%)	\$127,500	15%	N/A
3 Controllers + APS Units	\$230,000		SFMTA Procurement
4 Ct Prep & DPW Eng Support	\$29,027	3%	DPW (Bureau of Engineering) <u>VII</u>
5 Construction Engineering/Inspection	\$107,120	13%	DPW (Bureau of Construction Mgmt) <u>II</u>
6 Public Affairs	\$10,697	1%	DPW (Bureau of Construction Mgmt) <u>V</u>
7 Material Testing	\$42,028	5%	DPW (Bureau of Construction Mgmt) <u>IV</u>
8 Wage Check	\$25,428	2%	DPW (Bureau of Construction Mgmt) <u>VI</u>
9 Curb Ramp Construction Support	\$3,942	2%	<u>III</u>
10 Construction Support	\$121,682	14%	SFMTA Eng & Shops <u>I</u>
<b>Construction Phase Subtotal</b>	<b>\$1,547,424</b>		
<b>Rounded to</b>	<b>\$1,547,500</b>		
<b>TOTAL COST OF ALL PHASES</b>	<b>\$1,862,500</b>		

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

AGENCY STAFF (CONSTRUCTION PHASE)

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

**I SFMTA Labor**

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Electrician (7345)**	99,797	59,405	\$ 159,202	0.803	\$ 127,839	\$ 287,041	0.088	184	\$ 25,392
Senior Engineer (5211)	160,980	83,425	\$ 244,406	0.803	\$ 196,258	\$ 440,664	0.019	40	\$ 8,474
Engineer (5241)	139,053	73,821	\$ 212,874	0.803	\$ 170,938	\$ 383,812	0.043	90	\$ 16,607
Associate Engineer (5207)	120,085	65,513	\$ 185,598	0.803	\$ 149,036	\$ 334,634	0.077	160	\$ 25,741
Assistant Engineer (5203)	103,246	58,643	\$ 161,889	0.803	\$ 129,997	\$ 291,887	0.156	324	\$ 45,467
<b>Total</b>							<b>0.384</b>	<b>798</b>	<b>\$ 121,682</b>

**II DPW IDC Construction Engineering/Inspection**

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Engineer	\$ 139,053	\$ 376,834	0.015	30	\$ 5,517
Associate Engineer	\$ 120,085	\$ 325,432	0.040	84	\$ 13,142
Sr Const Inspector (6319)	\$ 114,887	\$ 311,344	0.101	210	\$ 31,434
Construction Inspector (6318)	\$ 104,214	\$ 282,420	0.202	420	\$ 57,027
<b>Total</b>			0.358	744.45	<b>\$ 107,120</b>

**III DPW Streets & Highways (S&H) - Design**

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.004	8	\$ 1,252
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.010	20	\$ 2,690
<b>Total</b>			0.013	28	<b>\$ 3,942</b>

\* Base Salary is step 5 for each classification in effect today.  
 \*\* Electricians receive a 5% premium when assigned as traffic signal electricians  
 \*\*\* Construction Inspectors receive a 5% premium when acting in that capacity  
 \* Base Salary is step 5 for each classification in effect today.  
 \*\* Electricians receive a 5% premium when assigned as traffic signal electricians  
 \*\*\* Construction Inspectors receive a 5% premium when acting in that capacity

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

<b>IV DPW Materials Testing</b>	Overhead Rate:	2.71					
<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>		
Engineer (5241)	\$ 139,053	\$ 376,834	0.011	22	\$ 3,986		
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.026	54	\$ 8,449		
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.106	220	\$ 29,594		
Total			0.132	296			\$ 42,028

<b>V DPW Public Affairs</b>	Overhead Rate:	2.71					
<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>		
PR Officer (1314)	\$ 98,822	\$ 267,809	0.008	16	\$ 2,060		
Public Info Officer (1312)	\$ 82,868	\$ 224,573	0.038	80	\$ 8,637		
Total			0.046	96			\$ 10,697

<b>VI DPW Wage Check/Contract Compliance</b>	Overhead Rate:	2.71					
<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>		
Principal Clerk (1408)	\$ 76,094	\$ 206,214	0.019	40	\$ 3,966		
Contract Compliance Officer I (2992)	\$ 101,726	\$ 275,676	0.058	120	\$ 15,904		
Contract Compliance Officer II (2978)	\$ 133,302	\$ 361,249	0.015	32	\$ 5,558		
Total			0.092	192			\$ 25,428

<b>VII DPW Contract Prep and Eng Support</b>	Overhead Rate:	2.71					
<b>Position</b>	<b>Base Salary</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Hours</b>	<b>Cost</b>		
Engineer (5241)	\$ 139,053	\$ 376,834	0.010	20	\$ 3,623		
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.020	42	\$ 6,571		
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.067	140	\$ 18,833		
Total			0.088	202			\$ 29,027

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

**Contract Cost Estimate**

Prepared by: Jarrett Hombostel,  
 SFMTA/William Chan, SFPW

Date: 03/31/2015

<b>Item</b>	<b>Cost</b>
Vehicle Signals	\$ 48,300
Vehicle Signal Mountings	\$ 37,900
Pedestrian Signals	\$ 43,560
Pedestrian Signal Mountings	\$ 29,300
Poles	\$ 107,900
Pull Boxes	\$ 45,200
Conduits	\$ 253,855
Foundations	\$ 28,930
Wiring	\$ 90,000
Remove Existing Infrastructure	\$ 30,000
Miscellaneous (Traffic Routing; Mobilization; Allowances)	\$ 131,997
<b>TOTAL ENGINEERS ESTIMATE</b>	<b>\$ 846,942</b>
<b>Rounded Total</b>	<b>\$ 850,000</b>

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Polk Street Traffic Signal Upgrade

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$382,900  
 5-Year Prioritization Program Amount: \$660,000 (enter if appropriate)  
 Strategic Plan Amount for Requested FY: \$3,653,371

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$0  
 5-Year Prioritization Program Amount: (enter if appropriate)  
 Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Polk Street Traffic Signal Upgrade in the Signals and Signs 5YPP.

Fully funding the project requires a 5YPP amendment to reprogram \$382,900 in Fiscal Year 14/15 funds currently programmed to the design phase to the construction phase of the subject project.

The Prop K Strategic Plan amount is the entire amount programmed in the Signals and Signs category in Fiscal Year 2014/15.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Federal HSIP		\$1,164,600		\$1,164,600
Prop K	\$382,900			\$382,900
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$1,164,600	\$0	\$1,547,500

Actual Prop K Leveraging - This Phase: 24.74% \$1,547,500  
 Expected Prop K Leveraging per Expenditure Plan: 41.47% Total from Cost worksheet



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant? Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Federal HSIP	\$1,164,600	10.00%	\$112,600.00

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Federal HSIP		\$1,164,600	\$252,900	\$1,417,500
Prop K	\$382,900			\$382,900
SFMTA			\$62,100	\$62,100
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$1,164,600	\$315,000	\$ 1,862,500

Actual Prop K Leveraging - Entire Project:	79.44%	\$ 1,862,500
Expected Prop K Leveraging per Expenditure Plan:	41.47%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST	
Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.	

Prop K Funds Requested: \$382,900

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$191,450	50.00%	\$191,450
FY 2016/17	\$191,450	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$382,900</b>		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16		#DIV/0!	\$0
FY 2016/17		#DIV/0!	\$0
		#DIV/0!	\$0
<b>Total:</b>	<b>\$0</b>		

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$382,900	Construction
<b>Total:</b>	<b>\$382,900</b>		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2015/16	\$191,450	50.00%	\$191,450
Prop K EP 33	FY 2016/17	\$191,450	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$382,900</b>	<b>100%</b>	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Construction	\$191,450	50%	\$191,450
Prop K EP 33	FY 2016/17	Construction	\$191,450	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$382,900</b>		

**Prop K/Prop AA Fund Expiration Date:**  Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

**Deliverables:**

1.
2.
3.

**Special Conditions:**

1. The recommended allocation is contingent upon a 5YPP amendment to reprogram \$382,900 in FY14/15 funds currently programmed to the design phase of the subject project to the construction phase. See attached 5YPP amendment for details.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$382,900) pending receipt of evidence of completion of design (e.g. copy of certifications page).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

**Notes:**

1.
2.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	24.74%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form

MAPS AND DRAWINGS

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

Polk Street Traffic Signal Upgrade

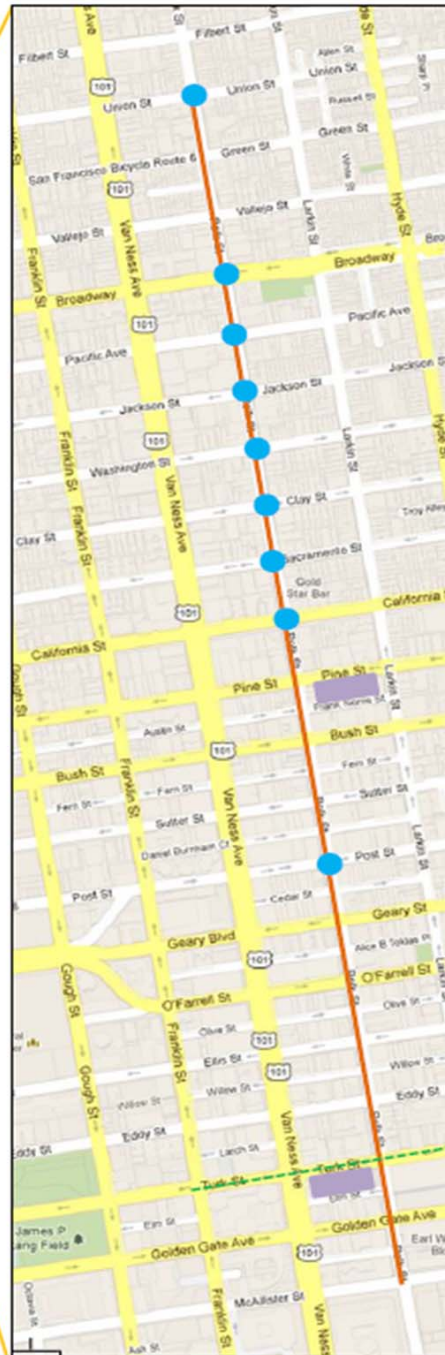
VICINITY/ PROJECT MAP

The proposed project is located in the northwestern part of San Francisco along Polk Street. Polk Street is a neighborhood street with many small local businesses, restaurants, and small hotels. Many of the people (50%) typically walk to Polk Street. It is relatively flat which makes the street easy and more attractive to walk, unlike many of their neighboring parallel streets. There are two elementary schools nearby, including Redding Elementary School and Tenderloin Elementary School. Muni's 19 Polk line also runs along Polk Street.



**LEGEND**

- HSIP Project
- Streetscape Project
- - - Turk St. Safe Routes to School
- Elementary School



San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form



Traffic Controller and new curb ramps



Pedestrian Countdown Signal

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:	2014/15	Current Prop K Request:	\$ 382,900
			Current Prop AA Request:

Project Name: Polk Street Traffic Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th Floor San Francisco, CA 94103-5417

1 South Van Ness, 8th Floor San Francisco, CA 94103-5417

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Signals and Signs (EP 33)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Agency	Project Name	Phase(s)	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
<b>Follow-the-Paving</b>								
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed	\$200,000				\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed		\$200,000			\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed			\$200,000		\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed				\$200,000	\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed				\$150,000	\$150,000
<b>Traffic Signal Upgrades</b>								
SFMTA	Traffic Signal Upgrades (15 Locations) <sup>1</sup>	PS&E	Programmed	\$564,524				\$564,524
SFMTA	7th Avenue and Lincoln Way Intersection Improvements <sup>1</sup>	CON	Allocated	\$95,476				\$95,476
SFMTA	Traffic Signal Upgrades (15 Locations)	CON	Programmed		\$2,640,000			\$2,640,000
SFMTA	Traffic Signal Upgrades (15 Locations)	PS&E	Programmed		\$660,000			\$660,000
SFMTA	Franklin/Divisadero Corridor Signal Upgrade	CON	Programmed		\$3,435,000			\$3,435,000
SFMTA	Eddy and Ellis Traffic Calming Improvement (NTIP)	CON	Programmed	\$142,271				\$142,271
SFMTA	19th Avenue Signals Phase 3 (9)	PS&E	Programmed	\$630,000				\$630,000
SFMTA	19th Avenue Signals Phase 3 (9)	CON	Programmed			\$2,520,000		\$2,520,000
SFMTA	Replace Video Detection on 3rd Street Phase 1	CON, PROC	Programmed	\$300,000				\$300,000
SFMTA	Replace Video Detection on 3rd Street Phase 2	CON, PROC	Programmed			\$300,000		\$300,000
SFMTA	Replace Video Detection on 3rd Street Phase 3	CON, PROC	Programmed				\$457,950	\$457,950
SFMTA	Traffic Signal Visibility Upgrades (12)	PS&E, CON	Programmed		\$300,000			\$300,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**

**Signals and Signs (EP 33)**

**Programming and Allocations to Date**

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	South Van Ness Conduit Installation	PS&E, CON	Programmed	\$200,000					\$200,000
SFMTA	South Van Ness Signal Upgrade (12)	PS&E	Programmed	\$398,100					\$398,100
SFMTA	South Van Ness Signal Upgrade (12)	CON	Programmed			\$1,434,900			\$1,434,900
SFMTA	Polk Corridor Signal Upgrade <sup>2</sup>	PS&E	Programmed	\$277,100					\$277,100
SFMTA	Polk Corridor Signal Upgrade <sup>2</sup>	CON	Pending	\$382,900					\$382,900
SFMTA	Polk Corridor Signal Upgrade	CON	Programmed		\$1,222,500				\$1,222,500
SFMTA	Gough Corridor Signal Upgrade (14)	PS&E	Programmed	\$463,000					\$463,000
SFMTA	Gough Corridor Signal Upgrade (14)	CON	Programmed		\$2,450,000				\$2,450,000
SFMTA	Great Highway Traffic Signal Upgrade (8)	CON	Programmed			\$607,729			\$607,729
SFMTA	Van Ness BRT S/figo Signal Improvements	CON	Programmed		\$2,275,000				\$2,275,000
SFMTA	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$357,729				\$357,729
<b>Total Programmed in 5YPP</b>				\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179

<b>Total Allocated and Pending in 5YPPs</b>	\$478,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$478,376
<b>Total Deobligated in 5YPPs</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPPs</b>	\$3,174,995	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$22,585,803			

<b>Total Programmed in 2014 Strategic Plan</b>	\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179			
<b>Deobligated from Prior 5YPP Cycles **</b>	\$156,376					\$156,376			\$156,376
<b>Cumulative Remaining Programming Capacity</b>	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376			\$156,376

\*\* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- <sup>1</sup> 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):  
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds, 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.  
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- <sup>2</sup> 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution XX-XXX, xx/xx/2015).  
Design fully funded through Federal HSIP grant and SFMTA operating funds.



Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Signals and Signs (EP 33)

Cash Flow (\$) Maximum Annual Reimbursement

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Project Name	Phase	Fiscal Year							Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20			
<b>Follow-the-Paving</b>										
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	\$200,000								\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON		\$200,000							\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON			\$200,000						\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON				\$200,000					\$200,000
Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON					\$150,000				\$150,000
<b>Traffic Signal Upgrades</b>										
Traffic Signal Upgrades (15 Locations) 1	PS&E	\$330,000	\$234,524							\$564,524
7th Avenue and Lincoln Way Intersection Improvements 1	CON		\$95,476							\$95,476
Traffic Signal Upgrades (15 Locations)	CON		\$440,000	\$1,320,000	\$880,000					\$2,640,000
Traffic Signal Upgrades (15 Locations)	PS&E		\$330,000	\$330,000						\$660,000
Franklin/Divisadero Corridor Signal Upgrade	CON		\$1,717,500	\$1,717,500						\$3,435,000
Eddy and Ellis Traffic Calming Improvement (NTIP)	CON		\$71,136	\$71,135						\$142,271
19th Avenue Signals Phase 3 (9)	PS&E	\$315,000	\$315,000							\$630,000
19th Avenue Signals Phase 3 (9)	CON			\$2,000,000	\$520,000					\$2,520,000
Replace Video Detection on 3rd Street Phase 1	CON, PROC	\$200,000	\$100,000							\$300,000
Replace Video Detection on 3rd Street Phase 2	CON, PROC		\$200,000	\$100,000						\$300,000
Replace Video Detection on 3rd Street Phase 3	CON, PROC				\$305,300	\$152,650				\$457,950
Traffic Signal Visibility Upgrades (12)	PS&E, CON		\$200,000	\$100,000						\$300,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Signals and Signs (EP 33)

Cash Flow (\$) Maximum Annual Reimbursement

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Project Name	Phase	Fiscal Year								Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20			
South Van Ness Conduit Installation	PS&E, CON	\$200,000								\$200,000
South Van Ness Signal Upgrade (12)	PS&E	\$199,050	\$199,050							\$398,100
South Van Ness Signal Upgrade (12)	CON			\$478,300	\$478,300	\$478,300				\$1,434,900
Polk Corridor Signal Upgrade2	PS&E	\$117,100	\$160,000							\$277,100
Polk Corridor Signal Upgrade2	CON		\$191,450	\$191,450						\$382,900
Polk Corridor Signal Upgrade	CON		\$407,500	\$815,000						\$1,222,500
Gough Corridor Signal Upgrade (14)	PS&E	\$231,500	\$231,500							\$463,000
Gough Corridor Signal Upgrade (14)	CON		\$0	\$800,000	\$1,650,000					\$2,450,000
Great Highway Traffic Signal Upgrade (8)	CON			\$0	\$303,865	\$303,864				\$607,729
Van Ness BRT SFGO Signal Improvements	CON		\$1,706,250	\$568,750						\$2,275,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$178,865	\$178,864						\$357,729
<b>Total Cash Flow in 5YPP</b>		\$1,792,650	\$6,778,251	\$8,970,999	\$4,437,465	\$1,084,814	\$0			\$23,064,179
<b>Total Cash Flow Allocated</b>		\$0	\$286,926	\$191,450	\$0	\$0	\$0	\$0	\$0	\$478,376
<b>Total Cash Flow Deobligated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Unallocated</b>		\$1,792,650	\$6,491,325	\$8,779,549	\$4,437,465	\$1,084,814	\$0			\$22,585,803
<b>Total Cash Flow in 2014 Strategic Plan</b>		\$2,175,550	\$6,586,801	\$8,779,549	\$4,437,465	\$1,084,814	\$0			\$23,064,179
<b>Deobligated from Prior 5YPP Cycles **</b>		\$156,376								\$156,376
<b>Cumulative Remaining Cash Flow Capacity</b>		\$539,276	\$347,826	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376

\*\* "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

See 2014 Prop K 5YPP - Program of Projects Programming and Allocations to Date table for programming footnotes.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="C. Street &amp; Traffic Safety"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="b. Bicycle Circulation/Safety"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="39"/>	<b>Current Prop K Request:</b> \$ <input type="text" value="100,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text" value="40"/>	

**Prop AA Category:**

**Current Prop AA Request:** \$

**Supervisorial District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The San Francisco Municipal Transportation Agency (SFMTA) requests Prop K Neighborhood Transportation Improvement Program (NTIP) capital funding in the amount of \$100,000 for conceptual engineering for “the Hairball,” the intersection of Cesar Chavez, Bayshore, Portrero, and US Highway 101. This intersection includes portions of Bike Routes 60 and 25 (where bikes and car share the roadway on Cesar Chavez Street and Bayshore Boulevard respectively), as well as a dedicated off-street bicycle path connecting Cesar Chavez Street under Highway 101. A map and photo showing the routes and dedicated bicycle path is included in this request. The scope of work continues on the next page.

The Transportation Authority’s Neighborhood Transportation Improvement Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in the next five years in each district.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request**

**Background**

In 2012, the San Francisco Planning Department published the Cesar Chavez East Community Design Plan, which includes safety improvement recommendations for the Bayshore/Cesar Chavez/Potrero intersection (also known as the Hairball). In the project area, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from city streets to a complex arrangement of bridges and ramps linking the three streets with Highway 101. The intersection is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while vehicles use all three levels. While limited in some respects, the pedestrian and bicycle circulation network allows connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle and has the potential to provide a high level of connectivity to non-motorized users within the framework of the existing highly complex intersection structure. The SFMTA is requesting \$100,000 in Neighborhood Transportation Improvement Program capital funds to finalize conceptual designs for several safety improvement recommendations.

**Scope**

The scope of work included in this project builds upon recommendations from the Cesar Chavez East Community Design Plan and spot improvement prioritization from an SFMTA-sponsored workshop in early 2014. This project will further spot improvements at three key intersection sites— Segment F, Segment G, and Segment N as shown on the map attached to this allocation request — and will also result in a lighting plan for the intersection.

Segment F is a path carrying people traveling eastbound on foot and bicycle through an undeveloped city-owned lot. The existing path is approximately six feet wide, which is too narrow for a shared use path for one-way bicycle traffic and two-way pedestrian traffic. To facilitate future improvements along Segment F, San Francisco Public Works (SFPW) will survey the segment area and assess the possibility of providing a wider multi-use path or separate paths for pedestrians and cyclists. The SFMTA will create conceptual designs (20% design drawings) based on SFPW's work.

Segment G carries people on foot and on bicycle traveling eastbound down a steep grade under the Highway 101 southbound on-ramp. The path descends a flight of stairs while a parallel ramp which accommodates people on bicycles may be too steep for many users. (The grade is currently 30 percent. According to FHWA guidelines, grade should be 10 percent.) The overhead on-ramp structure provides narrow clearance of approximately eight feet. SFPW will survey the area and design a more accessible path for pedestrians and cyclists to negotiate the elevation change. The SFMTA will create conceptual designs (20% design drawings) based on SFPW's work.

Segment N carries pedestrians and two-way bicycle traffic on Bayshore Boulevard between Marin Street and Jerrold Avenue. Southbound cyclists currently share the 6-foot-wide sidewalk with pedestrians while northbound cyclists use the standard Class 2 bike lane. The existing sidewalk on the east side of the street is 6 feet wide, with approximately 3 foot wide pinch points at poles. The sidewalk is obstructed by street light poles, utility poles and a fire hydrant. The SFMTA will create a

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request**

conceptual design of a separated bike facility/cycle track to improve conditions for people on bikes and walking.

Lighting is an important factor in perceived and actual personal safety, and many users of the intersection consider the lighting of pedestrian and cycling paths inadequate. Paths often appear shadowy and unsafe, particularly where they diverge from the roadway or are overshadowed by bridges and ramps. Light fixture placement seems haphazard, and broken lights are not always fixed promptly. SFPW will develop a lighting plan for the interchange area that addresses the specific needs of pedestrians, cyclists and motorists based on current guidelines and standards.

The SFMTA tasks include project management, conceptual designs for bicycle and pedestrian improvements, and coordinating the project with Caltrans and SFPW. SFPW tasks include area surveys developing an area-wide lighting plan that addresses specific needs for pedestrians, cyclists and motorists. In coordination with Segment F, Segment G, and Segment N improvements, SFMTA will conduct stakeholder outreach, working with all necessary City and State entities. SFMTA will also conduct a walking and bike audit of the areas under study in order to identify major concerns for pedestrians and bicyclists.

**Prioritization**

The Cesar Chavez East Community Design Plan prioritizes the Hairball as an important pedestrian and bicycle connector in the area, providing east-west connections on Cesar Chavez and north-south connections on Potrero and Bayshore.

Upgrading the bicycle and pedestrian facilities on Cesar Chavez, Bayshore and Potrero are Vision Zero projects. Vision Zero is a San Francisco policy intended to achieve the following goals by 2024:

- Eliminate all traffic deaths
- Reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** Categorically Exempt

**Completion Date**  
(mm/dd/yy)

**Status:**

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2014/15	4	2015/16
Environmental Studies (PA&ED)	1	2016/17	3	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2016/17	2	2017/18
Prepare Bid Documents				
Advertise Construction	3	2017/18		
Start Construction (e.g., Award Contract)	4	2017/18		
Procurement (e.g. rolling stock)				
Construction Complete (Open for Use)			4	2018/19
Project Closeout (i.e., final expenses incurred)			1	2019/20

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP (

**Implementing Agency:** San Francisco Municipal Transportation Agency

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$100,000	\$100,000	
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$100,000	\$100,000	\$0

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 100,000	SFMTA based on previous work
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
Right of Way (ROW)		
Construction		
Procurement (e.g. rolling stock)	\$ -	
<b>Total:</b>	<b>\$ 100,000</b>	

**% Complete of Design:**  as of:

**Expected Useful Life:**

San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Allocation Request Form

**MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Allocation Request Summary	
Item	Amount
SFMTA	\$ 39,500
SFPW	\$ 60,000
City Attorney Office Fees	\$ 500
<b>Project Total</b>	<b>\$ 100,000</b>
<b>Rounded Allocation Request</b>	<b>\$ 100,000</b>

MFB = Mandatory Fringe Benefits  
 FTE = Full Time Equivalent

**SFMTA- Planning/Conceptual Engineering**

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Assistant Engineer (5203) / Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.030	62	\$ 8,701
Associate Engineer (5207) / Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.058	120	\$ 19,306
Engineer (5241) / Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 170,939	\$ 383,814	0.014	30	\$ 5,536
Senior Engineer (5211)	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.013	28	\$ 5,932
			<b>Total</b>		<b>0.115</b>	<b>240</b>	<b>\$ 39,474</b>

**Department of Public Works -Survey/Conceptual Engineering**

Description	Survey Cost
DPW Survey Contract	\$ 60,000
	<b>Total</b>
	<b>\$ 60,000</b>

**City Attorney Office Fees**

Description	Hourly Rate	FTE Ratio	Hours	Cost
City Attorney	\$ 250	0.001	2	\$ 500
			<b>Total</b>	<b>\$ 500</b>



San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

FY 2014/15

**Project Name:** Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$100,000

5-Year Prioritization Program Amount: \$800,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: See below

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the subject project in the NTIP placeholder line in the Pedestrian Circulation/Safety 5YPP.

Fully funding the subject project requires an amendment to the Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.

The Strategic Plan amount is the entire amount programmed in Fiscal Year 2014/15 the Bicycle Circulation and Safety category (\$2,967,024) and the Pedestrian Circulation and Safety category (\$6,408,893).

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax	\$50,000	\$50,000		\$100,000
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$100,000	\$0	\$0	\$100,000

Actual Prop K Leveraging - This Phase: 0.0%

Expected Prop K Leveraging per Expenditure Plan: 26.5%

\$100,000  
 Total from Cost worksheet

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Fund Source	\$ Amount	Required Local Match	
		%	\$

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
				\$ -
				\$ -
Cost and funding plan for future phases to be determined through this effort.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>	\$ -	\$ -	\$ -	\$ -

Actual Prop K Leveraging - Entire Project:    
 Expected Prop K Leveraging per Expenditure Plan:  Total from Cost worksheet

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$25,000	25.00%	\$75,000
FY 2015/16	\$75,000	75.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$100,000</b>		

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated: 04.14.2015 Resolution No. Res. Date:

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:	Amount		Phase:
	Prop K Allocation		
	\$100,000		Planning/Conceptual Engineering
<b>Total:</b>	<b>\$100,000</b>		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$12,500	12.5%	\$87,500
Prop K EP 40	FY 2014/15	\$12,500	12.5%	\$50,000
Prop K EP 39	FY 2015/16	\$37,500	37.5%	\$25,000
Prop K EP 40	FY 2015/16	\$37,500	37.5%	\$0
<b>Total:</b>		<b>\$100,000</b>	100%	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$12,500	12.5%	\$87,500
Prop K EP 40	FY 2014/15	Planning/Conceptual Engineering	\$12,500	25.0%	\$75,000
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$37,500	62.5%	\$37,500
Prop K EP 40	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
<b>Total:</b>			<b>\$100,000</b>		

Prop K/Prop AA Fund Expiration Date: 12/31/2016 Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

**Deliverables:**

1. Upon project completion (anticipated June 2016), provide conceptual design documents at the 20% level, the project area lighting plan, and updated scope, schedule, budget and funding plan. This deliverable may be satisfied by submittal of a Prop K request for the final design phase of the project.
2.

**Special Conditions:**

1. The recommended allocation is contingent upon a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$50,000 in FY 2014/15 Embarcadero Bikeways Enhancement funds to the subject project in FY 2014/15 and reprogram \$50,000 in FY 2015/16 NTIP placeholder funds to the Embarcadero Bikeways Enhancement project in FY 2015/16. See attached 5YPP amendment for details.
2.

**Notes:**

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Supervisorial District(s):  Prop K proportion of expenditures - this phase:

**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:  Project # from SGA:

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

Sub-Project # from SGA:  Name:   
Supervisorial District(s):

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$12,500	25%	\$37,500
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
<b>Total:</b>			<b>\$50,000</b>		

Sub-Project # from SGA:  Name:   
Supervisorial District(s):

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2014/15	Planning/Conceptual Engineering	\$12,500	25%	\$37,500
Prop K EP 40	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
<b>Total:</b>			<b>\$50,000</b>		

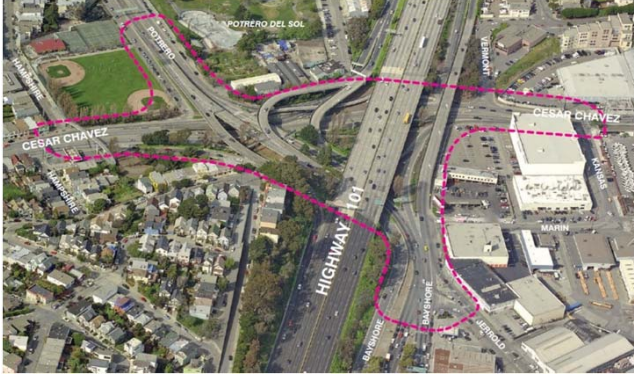
San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form

**MAPS AND DRAWINGS**

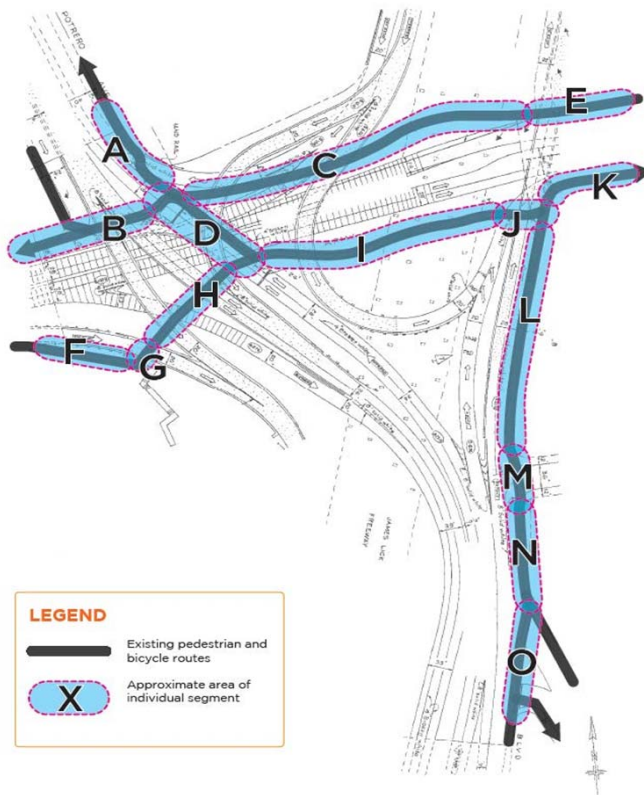
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.

Overview: The Cesar Chavez/Bayshore/Potrero intersection area from the south

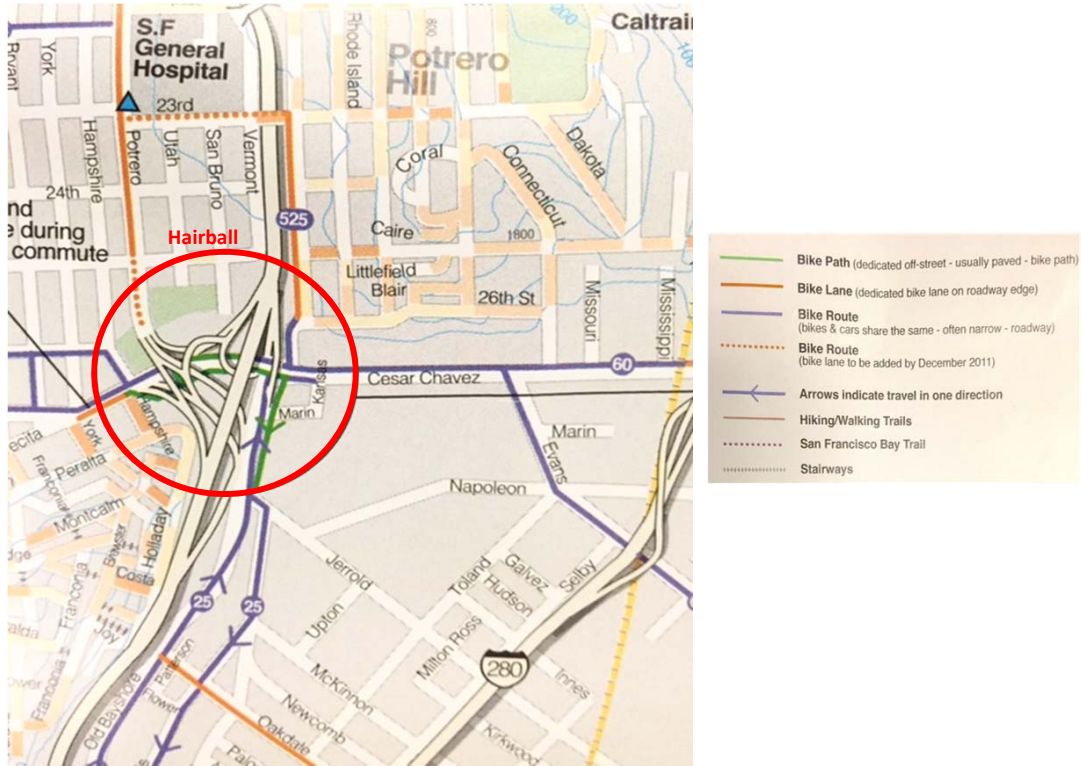


Map from the Cesar Chavez East Community Design Plan. Segments F and G are addressed by this proposal, along with areawide lighting concerns.



San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form

Hairball Bike Routes



Hairball Existing Conditions



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:	2014/15	Current Prop K Request:	\$ 100,000
			Current Prop AA Request:

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Thalia Leng

Joel C. Goldberg

Title: Transit Planner III

Manager,  
Capital Procurement & Mgmt

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(415) 701-4499

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Email: [thalia.leng@sfmta.com](mailto:thalia.leng@sfmta.com)

[Joel.Goldberg@sfmta.com](mailto:Joel.Goldberg@sfmta.com)

Address: 1 South Van Ness, 7th FL,  
San Francisco, CA 94103

1 South Van Ness, 8th FL,  
San Francisco, CA 94103

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_



**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Bicycle Safety, Education and Outreach</b>									
SFMTA	Bike To Work Day Promotion <sup>5</sup>	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$38,475				\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$38,475	\$38,475
SFMTA	Bicycle Promotion <sup>5</sup>	PLAN	Programmed	\$25,300					\$25,300
SFMTA	Bicycle Promotion	CON	Programmed		\$80,840				\$80,840
SFMTA	Bicycle Promotion	CON	Programmed			\$31,198			\$31,198
SFMTA	Bicycle Promotion	CON	Programmed					\$15,599	\$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$48,400					\$48,400
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		\$120,400				\$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$117,258			\$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed				\$117,258		\$117,258
<b>System Performance and Innovation</b>									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	\$2,500					\$2,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				\$51,615		\$51,615

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**  
 Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack <sup>2</sup>	CON	Allocated	\$758,400					\$758,400
SFMTA	Innovative Treatments <sup>2</sup>	PLAN	Programmed	\$0					\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$5,600				\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed			\$5,600			\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed				\$5,600		\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed					\$5,600	\$5,600
SFMTA	Innovative Treatments <sup>2</sup>	DES	Programmed	\$0					\$0
SFMTA	Innovative Treatments	DES	Programmed		\$14,400				\$14,400
SFMTA	Innovative Treatments	DES	Programmed			\$14,400			\$14,400
SFMTA	Innovative Treatments	DES	Programmed				\$14,400		\$14,400
SFMTA	Innovative Treatments	DES	Programmed					\$14,400	\$14,400
SFMTA	Innovative Treatments <sup>2</sup>	CON	Programmed	\$0					\$0
SFMTA	Innovative Treatments	CON	Programmed		\$120,000				\$120,000
SFMTA	Innovative Treatments	CON	Programmed			\$120,000			\$120,000
SFMTA	Innovative Treatments	CON	Programmed				\$120,000		\$120,000
SFMTA	Innovative Treatments	CON	Programmed					\$83,974	\$83,974
SFMTA	Spot Improvements <sup>2,4</sup>	CON	Programmed	\$0					\$0

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements <sup>4</sup>	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$197,130				\$197,130
SFMTA	Spot Improvements	CON	Programmed			\$150,000			\$150,000
SFMTA	Spot Improvements	CON	Programmed				\$100,000		\$100,000
SFMTA	Spot Improvements	CON	Programmed					\$20,000	\$20,000
<b>Bicycle Network Expansion and Upgrades</b>									
SFMTA	Bike Strategy Planning	PLAN	Allocated	\$176,500					\$176,500
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$8,550					\$8,550
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050				\$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$168,126					\$168,126
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades <sup>1,3</sup>	CON	Programmed	\$71,124					\$71,124
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$450,500			\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$450,057	\$450,057
SFMTA	Sharrows <sup>1</sup>	DES/CON	Allocated	\$256,100					\$256,100
SFMTA	Sharrows	CON	Programmed		\$138,100				\$138,100

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**  
 Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$62,000					\$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] <sup>6</sup>	ENV	Programmed	\$150,000					\$150,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] <sup>6</sup>	ENV	Planned		\$50,000				\$50,000
SFMTA	Second Street Vision Zero Improvements <sup>3</sup>	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Streetscape Improvement (OneBayArea Grant match)	CON	Programmed		\$110,000				\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ ENV	Programmed	\$23,000					\$23,000
SFMTA, or other eligible sponsor	NTIP Placeholder <sup>6</sup>	ANY	Programmed		\$386,000				\$386,000
SFMTA	Cesar Chavez/ Bayshore/Potrero Intersection Improvements [NTIP Capital] <sup>6</sup>	DES	Pending	\$50,000					\$50,000
<b>Transit Access</b>									
Caltrain	4th and King Bike Station Improvements	PLAN	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed		\$20,000				\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed				\$20,000		\$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$180,000				\$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$180,000		\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
Bicycle Circulation and Safety (EP 39)  
Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	Glen Park Bike Station	DES	Programmed	\$248,000					\$248,000
<b>Total Programmed in 5YPP</b>				\$2,972,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,672,498
<b>Total Allocated and Pending in 5YPP</b>				\$1,863,024	\$0	\$0	\$0	\$0	\$1,863,024
<b>Total Deobligated from Prior 5YPP Cycles</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPP</b>				\$1,109,000	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$5,809,474
<b>Total Programmed in 2014 Strategic Plan</b>				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,499
<b>Deobligated from Prior 5YPP Cycles **</b>				\$140,059					\$140,059
<b>Cumulative Remaining Programming Capacity</b>				\$135,059	\$135,059	\$135,060	\$135,060	\$135,060	\$135,060

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**

Anticipated Transportation Authority Approval on May 19, 2015

Agency	Project Name	Phase	Status	Fiscal Year			Total
				2014/15	2015/16	2016/17	
Programmed							
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

**FOOTNOTES:**

- <sup>1</sup> 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).  
 Sharrows: Added construction phase to project and increased from \$118,000 to \$256,100 in Fiscal Year 2014/15.  
 Bicycle Network Expansion and Upgrades: Construction phase of project decreased from \$367,724 to \$229,264. Funds not needed in Fiscal Year 2014/15.
- <sup>2</sup> 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).  
 Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.  
 Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
- <sup>3</sup> Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- <sup>4</sup> Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project (Resolution 15-46, 03.24.2015).
- <sup>5</sup> 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-52, 4/28/2015).  
 Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.  
 Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.
- <sup>6</sup> 5YPP amendment to fund Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] (Resolution 15-XX, MO.DA.YEAR).  
 Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$150,000 in Fiscal Year 2014/15 and increased from \$0 to \$50,000 in FY 15/16.  
 Project will not need these funds until FY 15/16.  
 NTIP Placeholder: Reduced from \$436,000 to \$386,000 in Fiscal Year 2015/16.  
 Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2014/15 for design.

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Bicycle Safety, Education and Outreach</b>							
Bike To Work Day Promotion5	CON	\$76,000					\$76,000
Bike To Work Day Promotion	CON		\$38,475				\$38,475
Bike To Work Day Promotion	CON			\$38,475			\$38,475
Bike To Work Day Promotion	CON				\$38,475		\$38,475
Bike To Work Day Promotion	CON					\$38,475	\$38,475
Bicycle Promotion5	PLAN	\$25,300					\$25,300
Bicycle Promotion	CON		\$80,840				\$80,840
Bicycle Promotion	CON			\$31,198			\$31,198
Bicycle Promotion	CON					\$15,599	\$15,599
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$48,400					\$48,400
Bicycle Safety Education Classes	CON	\$36,000	\$36,000				\$72,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		\$120,400				\$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			\$117,258			\$117,258
Bicycle Safety, Education & Outreach (e.g., Classes)	CON				\$117,258		\$117,258
<b>System Performance and Innovation</b>							
Bicycle Counters & Barometers	DES/ CON	\$2,500					\$2,500
Bicycle Counters & Barometers	DES/ CON	\$16,500	\$81,000				\$97,500
Bicycle Counters & Barometers	DES/ CON				\$51,615		\$51,615

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Market Street Green Bike Lanes and Raised Cycletrack2	CON	\$500,544	\$257,856						\$758,400
Innovative Treatments2	PLAN	\$0							\$0
Innovative Treatments	PLAN		\$5,600						\$5,600
Innovative Treatments	PLAN			\$5,600					\$5,600
Innovative Treatments	PLAN				\$5,600				\$5,600
Innovative Treatments	PLAN					\$5,600			\$5,600
Innovative Treatments2	DES	\$0							\$0
Innovative Treatments	DES		\$14,400						\$14,400
Innovative Treatments	DES			\$14,400					\$14,400
Innovative Treatments	DES					\$14,400			\$14,400
Innovative Treatments	DES						\$14,400		\$14,400
Innovative Treatments2	CON	\$0							\$0
Innovative Treatments	CON		\$120,000						\$120,000
Innovative Treatments	CON			\$120,000					\$120,000
Innovative Treatments	CON				\$120,000				\$120,000
Innovative Treatments	CON					\$120,000			\$120,000
Innovative Treatments	CON						\$83,974		\$83,974
Spot Improvements 2, 4	CON	\$0							\$0



**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
5th Street Green Shared Roadway Markings (Sharrows)	CON	\$82,700						\$82,700
7th Avenue and Lincoln Way Intersection Improvements 4	CON		\$115,324					\$115,324
Spot Improvements	CON		\$197,130					\$197,130
Spot Improvements	CON			\$150,000				\$150,000
Spot Improvements	CON				\$100,000			\$100,000
Spot Improvements	CON					\$20,000		\$20,000
<b>Bicycle Network Expansion and Upgrades</b>								
Bike Strategy Planning	PLAN	\$176,500						\$176,500
Bicycle Network Expansion and Upgrades	PLAN	\$8,550						\$8,550
Bicycle Network Expansion and Upgrades	PLAN		\$135,050					\$135,050
Bicycle Network Expansion and Upgrades	DES	\$168,126						\$168,126
Bicycle Network Expansion and Upgrades	DES		\$168,126					\$168,126
Bicycle Network Expansion and Upgrades 1, 3	CON	\$35,562	\$35,562					\$71,124
Bicycle Network Expansion and Upgrades	CON		\$282,970					\$282,970
Bicycle Network Expansion and Upgrades	ANY			\$225,250				\$450,500
Bicycle Network Expansion and Upgrades	ANY				\$225,250			\$450,500
Bicycle Network Expansion and Upgrades	ANY					\$225,029		\$450,057
Sharrows <sup>1</sup>	DES/ CON	\$167,955	\$88,145					\$256,100
Sharrows	CON		\$46,954	\$45,573	\$45,573			\$138,100

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Western Addition - Downtown Bikeway Connector	ENV	\$62,000							\$62,000
Embarcadero Bikeway Enhancements [NTIP]6	ENV	\$10,000	\$40,000	\$100,000					\$150,000
Embarcadero Bikeway Enhancements [NTIP]6	ENV		\$50,000						\$50,000
Second Street Vision Zero Improvements 3	CON	\$79,250	\$79,250						\$158,500
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		\$55,000	\$55,000					\$110,000
Twin Peaks Connectivity	PLAN/ ENV	\$19,866	\$3,134						\$23,000
NTIP Placeholder6	ANY		\$131,240	\$127,380	\$127,380				\$386,000
Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]6	DES	\$12,500	\$37,500						\$50,000
<b>Bicycle Network Expansion and Upgrades</b>									
4th and King Bike Station Improvements	PLAN	\$20,000							\$20,000
Caltrain Bike Facility Improvements	DES/ CON		\$20,000						\$20,000
Caltrain Bike Facility Improvements	DES/ CON				\$20,000				\$20,000
Caltrain Bike Facility Improvements	CON		\$90,000	\$90,000					\$180,000
Caltrain Bike Facility Improvements	CON				\$90,000	\$90,000			\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
16th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500					\$151,000
24th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500					\$151,000
Glen Park Bike Station	DES	\$124,000	\$124,000					\$248,000
<b>Cash Flow Programmed in 5YPP</b>		\$1,823,253	\$2,604,956	\$1,120,134	\$1,180,801	\$718,327	\$225,029	\$7,672,498
<b>Cash Flow Allocated and Pending</b>		\$1,167,949	\$695,075	\$0	\$0	\$0	\$0	\$1,863,024
Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Unallocated		\$655,304	\$1,909,881	\$1,120,134	\$1,180,801	\$718,327	\$225,029	\$5,809,474
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$2,901,744	\$1,983,296	\$1,378,456	\$1,165,538	\$718,105	\$328,361	\$8,475,500
<b>Deobligated from Prior 5YPP Cycles **</b>		\$140,059						\$140,059
<b>Cumulative Remaining Cash Flow Capacity</b>		\$1,218,550	\$596,890	\$855,213	\$839,950	\$839,729	\$943,061	\$943,061

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow (\$) Maximum Annual Reimbursement**  
 Anticipated Transportation Authority Approval on May 19, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Programmed							
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**FY of Allocation Action:**

**Project Name:**

**Implementing Agency:**

**EXPENDITURE PLAN INFORMATION**

<b>Prop K Category:</b>	<input type="text" value="D. TSM/Strategic Initiatives"/>	Gray cells will automatically be filled in.
<b>Prop K Subcategory:</b>	<input type="text" value="ii. Transportation/Land Use Coordination"/>	
<b>Prop K EP Project/Program:</b>	<input type="text" value="b. Transportation/Land Use Coordination"/>	
<b>Prop K EP Line Number (Primary):</b>	<input type="text" value="44"/>	<b>Current Prop K Request:</b> <input type="text" value="\$ 100,000"/>
<b>Prop K Other EP Line Numbers:</b>	<input type="text"/>	

**Prop AA Category:**

**Current Prop AA Request:**

**Supervisory District(s):**

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

The District 2 NTIP Planning Project was developed in response to input from Supervisor Farrell's office and community concerns in District 2. Project deliverables and recommendations will respond to Supervisor and community concerns. The full scope of work begins on the next page.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
Scope of Work**

**Background and Purpose**

The SFCTA requests \$100,000 in Prop K Neighborhood Transportation Improvement Program (NTIP) planning funds, which are proposed to be matched with \$25,000 in funds from Commissioner Farrell’s office, to engage the community, Supervisor Farrell’s Office, and other relevant stakeholders in a planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. This request includes \$10,000 for the San Francisco Municipal Transportation Agency (SFMTA) to support SFMTA’s involvement in the proposed study. The purpose of the effort is to identify and evaluate a range of options to manage visitor access and circulation on the “Crooked Street”, while maintaining the character of the street, managing vehicle and pedestrian congestion, avoiding spillover effects into adjacent streets, and other goals.

**Tasks and Deliverables**

The task items described below represent the basic outline of a planning study, undertaken by the SFCTA, requested by Commissioner Farrell, to address traffic and congestion issues along the 1000 Block of Lombard Street and in the surrounding neighborhood. This outline proposes a scope for a planning study, with an estimated cost (see attached budget) and timeline (see attached schedule) for the preparation of the study.

Task 1: Existing Conditions and Study Need

- Review prior data gathering efforts. Where appropriate, gather multimodal data, collision data, and community input in the study area to illustrate the safety and vehicular circulation issues. Assess any data gaps and consider additional data collection where necessary.
- Visit the site to experience firsthand the issues raised by the community.
- Summarize past studies and/or pilots to manage access to the “Crooked Street”
  - Copies of any past studies and/or pilots to be appended
- Undertake at least one (1) public community meeting to catalogue concerns and gather input on study purpose and goals, including the relative importance of various preliminary goals, and on draft metrics for evaluating alternatives against the goals.<sup>1</sup> ***Deliverable: summary notes from community meeting***
- Participate in at least one (1) Lombard Street working group meeting to engage with stakeholders from SFMTA (various divisions including traffic, transit, sustainable streets, enforcement/PCOs), SFPW, OEWD, SF Travel, and others. Additional individual or group stakeholder contact may be organized as needed. ***Deliverable: summary notes from stakeholder meeting***
- This scope assumes that the Supervisor’s office will provide contacts and introductions for appropriate community members or specific stakeholder groups (other than public sector stakeholders) for interview. Stakeholder group interviews may be facilitated via SFCTA staff and/or consultant attendance at existing community meetings.

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<sup>1</sup> Potential work item for on-call consultant with oversight by staff

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
Scope of Work**

Task 2: Refine Study Purpose and Goals

- Refine study purpose, based on input from community and stakeholder meetings
  - Manage visitor access and circulation on Lombard Street to ensure a livable environment and safety for all users.
- Synthesize information from Section 1 to clarify goals in pursuit of the study purpose, based on input from community and stakeholder meetings
  - Preliminary goals include:
    - Managing or reducing pedestrian congestion
    - Ensure traffic safety
    - Maintaining livability and character of the “Crooked Street”
    - Preserving tourism
    - Implementing a financially self-sustaining solution
    - Avoiding or mitigating spillover impacts to neighboring streets/areas
- Identify evaluation metrics for alternatives reflecting the study purpose and goals, and the input from community and stakeholder meetings. ***Deliverable: final study purpose statement, final list of prioritized goals, evaluation metrics.***

Task 3: Alternatives Development

- Review case studies/best practices:
  - Potential case study sites may include Muir Woods, Charleston Historic District, Parc Guell, or other sensitive sites
- 
- 
- Identify alternatives, including but not limited to:
  - Managed Access Alternative
  - Limited Access Alternative
  - Car Free Alternative
- Identify potential actions/solutions for each alternative<sup>2</sup>:
  - Design an Access Management Program
  - Estimated order-of-magnitude capital and operating costs and potential funding sources
  - Identify funding options to pay for program, particularly on-going O&M associated with PCOs or other services
  - Consider cost sharing with other visitor management programs, such as the Fisherman’s Wharf Ambassador Program

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<sup>2</sup> May use on-call consultant hours to help develop scenarios for each Alternative

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form  
Scope of Work**

- Consider legislation, governance, administration, means of enforcement, surrounding neighborhood impacts, other challenges
- 
- Undertake community and stakeholder outreach to present and gather feedback on Alternatives<sup>3</sup>
  - Conduct at least one (1) public outreach effort that will focus on sharing alternatives and gathering community feedback. ***Deliverable: summary notes from community meeting***
  - Participate in at least two (2) Lombard Street working group meeting, focusing on developing alternatives in concert with public stakeholders and others. ***Deliverable: summary notes from stakeholder meeting***

Task 4: Key Findings and Recommendations

- Evaluate alternatives against metrics, purpose, and goals developed in Task 2.
- Synthesize recommendations based on community and stakeholder input during the alternative development process
- Undertake community and stakeholder outreach to present and gather feedback on Alternatives<sup>4</sup>
  - Conduct at least one (1) public outreach effort that will focus on seeking community support for preferred alternative(s). ***Deliverable: summary notes from community meeting***
  - Participate in at least one (1) Lombard Street working group meeting, focusing on selecting preferred alternative(s). ***Deliverable: summary notes from stakeholder meeting***
- Identify implementation and next steps for the staff-recommended Alternative

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Final Deliverables:

- Published final report (preceded by one draft version of the report)
- Presentation materials for CAC/Board/SFMTA Policy and Governance Committee meetings

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<sup>3</sup> Potential work item for on-call consultant with oversight by staff

<sup>4</sup> Potential work item for on-call consultant with oversight by staff



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

**Implementing Agency:** San Francisco County Transportation Authority

**ENVIRONMENTAL CLEARANCE**

**Type :** N/A

**Completion Date**  
(mm/dd/yy)

**Status:**

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2014/15	2	2015/16
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

See attached detailed project schedule.

### Study Timeline - Managing Access to the "Crooked Street"

Prepared in April 2015

Timeline for Planning Study	Estimated Date for Completion
<b>Task 1: Existing Conditions and Study Need</b>	
Gather and review existing data	June 2015
Identify additional data collection requirements & select on-call consultant to perform work	June 2015
Contract with on-call consultant to perform data collection	June 2015
Participate in one (1) Lombard Street working group meeting	June/July 2015
Conduct one (1) public meeting	June/July 2015
Visualize data	August 2015
Prepare draft write-up	August 2015
<b>Task 2: Study Purpose/Goals</b>	
Refine study purpose and goals, based on input from Task 1	July 2015
Develop evaluation metrics	July 2015
Prepare draft write-up	July 2015
<b>Task 3: Alternatives Development</b>	
Info gather / research	Summer 2015
Review case studies / best practices	Summer 2015
Conduct informational interviews with up to four (4) select City staff members on Summer 2014 pilot closure	Summer 2015
Undertake community outreach at two (2) community meetings	Fall 2015
Participate in two (2) Lombard Street working group meeting	Fall 2015
Prepare draft write-up	October 2015
<b>Task 4: Key Findings and Recommendations</b>	
Evaluate alternatives against metrics, purpose, and goals developed in Task 2	November 2015
Synthesize recommendations and findings; evaluate alternatives against metrics	November 2015
Identify implementation and next steps	November 2015
<b>Report Production</b>	
Draft report presented to CAC and Board, SFMTA Board or Committee	December 2015
Final report presented to CAC and Board	February 2016

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

**Implementing Agency:** San Francisco County Transportation Authority

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

			Cost for Current Request/Phase		
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request	
Planning/Conceptual Engineering	Yes	\$125,000	\$100,000		
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
R/W Activities/Acquisition					
Construction					
Procurement (e.g. rolling stock)					
		\$125,000	\$100,000	\$0	

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 125,000	Similar previous efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
<b>Total:</b>	<b>\$ 125,000</b>	

**% Complete of Design:** 0 as of 4/15/15

**Expected Useful Life:**   Years

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

**MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

**TOTAL BY AGENCY**

SFCTA	\$ 115,000
SFMTA	\$ 10,000
<b>TOTAL</b>	<b>\$ 125,000</b>

**Budget by Task**

Task 1: Existing Conditions and Study Need	\$ 19,367
Task 2: Study Purpose/Goals	\$ 3,740
Task 3: Alternatives Development	\$ 19,870
Task 4: Key Findings and Recommendations	\$ 7,197
Report Production / Meetings	\$ 15,238
External Parties (consultants, legal review, outreach, etc.)	\$ 40,000
Contingency	\$ 20,000
<b>TOTAL:</b>	<b>\$ 125,413</b>
<b>TOTAL, ROUNDED</b>	<b>\$ 125,000</b>

See next page for detailed budget by task

**Study Budget - Managing Access to the "Crooked Street"**

Prepared in April 2015

	Staff Hours										Total
	PPD		TD & A		Planning		Executive				
	Trans. Planner	Assistant DD	Trans. Planner	Senior Planner	DD	Chief DD	Graphics	Communications			
Staff Rates (fully burdened)											
	\$112.40	\$179.70	\$112.40	\$151.18	\$218.95	\$235.78	\$121.05	\$151.18			
<b>Task 1: Existing Conditions and Study Need</b>											
Gather and review existing data, on site visits	9	3	4	3							\$2,454
Identify additional data collection requirements & select on-call consultant to perform work	6	2	2	2	1						\$1,780
Analyze and visualize data	15	4	6	4	1		14	2			\$5,900
Conduct informational interviews with up to four (4) City staffers	4										\$450
Conduct one (1) community meeting	16	4			1		4	4			\$3,825
Participate in one (1) Lombard Street working group meeting	4	2	1	2	2		2	2			\$2,206
Prepare draft write-up	18	2		1	1						\$2,753
<b>Subtotal Task 1</b>											<b>\$19,367</b>
<b>Task 2: Study Purpose/Goals</b>											
Refine study purpose and goals, based on input from Task 1	4	1			1				1		\$999
Develop evaluation metrics	8	2	1	1	1						\$1,741
Prepare draft write-up	3	1	1	1	1						\$999
<b>Subtotal Task 2</b>											<b>\$3,740</b>
<b>Task 3: Alternatives Development</b>											
Review case studies / best practices	14	1	1	1							\$2,017
Conduct additional research/develop alternatives	40	6	6	6	4						\$8,031
Undertake community outreach at one (1) community meeting	10	2			2		3	2			\$2,587
Participate in two (2) Lombard Street working group meetings	8	6			4						\$2,853
Prepare draft write-up	24	4	2	1	2				1		\$4,381
<b>Subtotal Task 3</b>											<b>\$19,870</b>
<b>Task 4: Key Findings and Recommendations</b>											
Evaluate alternatives against metrics, purpose, and goals developed in Task 2	4	2	2	2	1						\$1,555
Undertake community outreach at one (1) community meeting	10	2			2		3	2			\$2,587
Participate in one (1) Lombard Street working group meeting	4	3			2						\$1,427
Identify implementation and next steps	8	2		1	1						\$1,629
<b>Subtotal Task 4</b>											<b>\$7,197</b>
<b>Report Production / Meetings</b>											
Up to four (4) internal Deputy/ED updates	16	4			4	5					\$4,572
Up to two (2) interim briefings with Supervisor Farrell or staff	10	3			2						\$2,101
Up to two (2) rounds of edits to finalize report	16	4			3	2	16	4			\$6,187
Production of materials and attendance at CAC/Board/SFMTA meetings	6	3			3	1	1	1			\$2,378
<b>Subtotal Report Production/Meetings</b>											<b>\$15,238</b>
<b>External Parties</b>											
Legal Review (est. 10 - 20 hours)											\$5,000
On-Call Consultant (data collection, pricing systems, outreach support)											\$25,000
Active participation from SFMTA (est. 100 - 150 hours)											\$10,000
<b>Subtotal External Parties</b>											<b>\$40,000</b>
Contingency											\$20,000
<b>TOTAL:</b>	<b>257</b>	<b>63</b>	<b>26</b>	<b>25</b>	<b>39</b>	<b>8</b>	<b>43</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>\$125,000</b>
											<b>Rounded:</b>

SFCTA Labor Totals: \$ 28,886.80 \$ 11,321.10 \$ 2,922.40 \$ 3,779.50 \$ 8,539.05 \$ 1,886.24 \$ 5,205.15 \$ 2,872.42 \$ 65,413

\*SFCTA assumes that Commissioner Farrell's office can provide contact information and/or introductions to select community members/stakeholder groups for interview. Interviews may be facilitated via presentations at specific stakeholder meetings.

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested:

5-Year Prioritization Program Amount:  (enter if appropriate)

Strategic Plan Amount for Requested FY:

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested:

5-Year Prioritization Program Amount:  (enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the subject project in the Transportation/Land Use Coordination 5YPP.

The Prop K Strategic Plan amount is the amount programmed for the entire Transportation/Land Use Coordination category in Fiscal Year 2014/15 in the 2014 Strategic Plan.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$100,000		\$100,000
District 2 funds/Genreal Fund	\$25,000			\$25,000
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>	\$125,000	4/15/2015	\$0	\$125,000

Actual Prop K Leveraging - This Phase:

Expected Prop K Leveraging per Expenditure Plan:  Total from Cost worksheet

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Fund Source	\$ Amount	Required Local Match	
		%	\$

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
<b>Total:</b>		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:

Expected Prop K Leveraging per Expenditure Plan:  Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

**Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$50,000	50.00%	\$50,000
FY 2015/16	\$50,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
<b>Total:</b>	<b>\$100,000</b>		

Prop AA Funds Requested:

**Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
<b>Total:</b>	<b>\$0</b>		

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

Amount		Phase:
Funding Recommended: Prop K Appropriation	\$90,000	Planning/Conceptual Engineering
Prop AA Allocation	\$10,000	Planning/Conceptual Engineering
<b>Total:</b>	<b>\$100,000</b>	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2014/15	\$50,000	50.00%	\$50,000
Prop K EP 44	FY 2015/16	\$50,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
<b>Total:</b>		<b>\$100,000</b>	100%	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$50,000	50%	\$50,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$50,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
<b>Total:</b>			<b>\$100,000</b>		

**Prop K/Prop AA Fund Expiration Date:**  Eligible expenses must be incurred prior to this date.



San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Trigger:

**Deliverables:**

1.
2.

**Special Conditions:**

1.
2.

**Notes:**

1.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	80.00%
Prop AA proportion of expenditures - this phase:	0.00%

**Sub-project detail?**  If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

Sub-Project # from SGA:

Name:

Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$45,000	50%	\$45,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$45,000	100%	\$0
<b>Total:</b>			<b>\$90,000</b>		

Sub-Project # from SGA:

Name:

Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

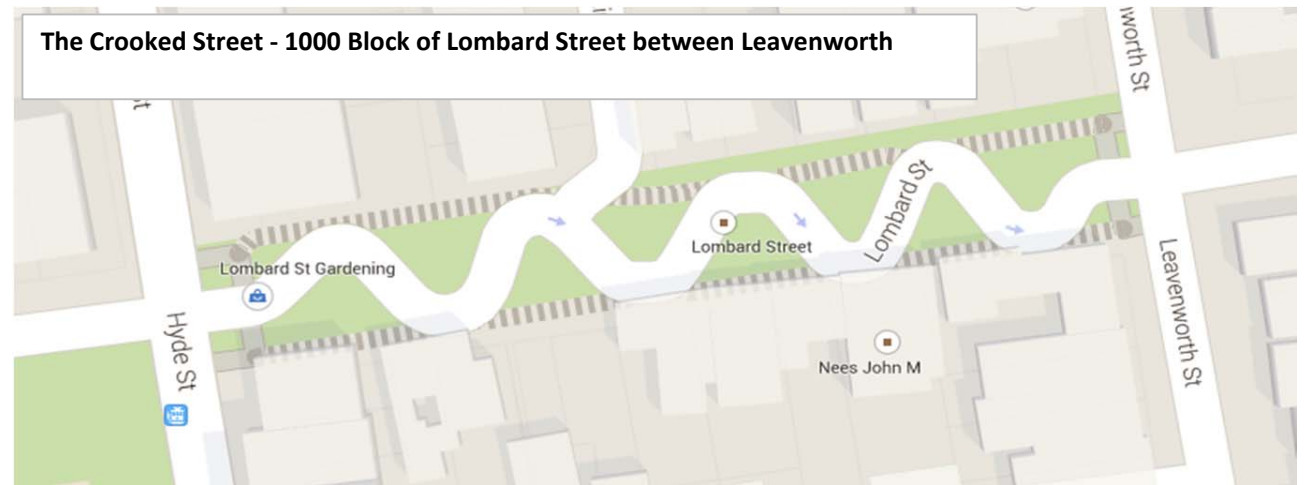
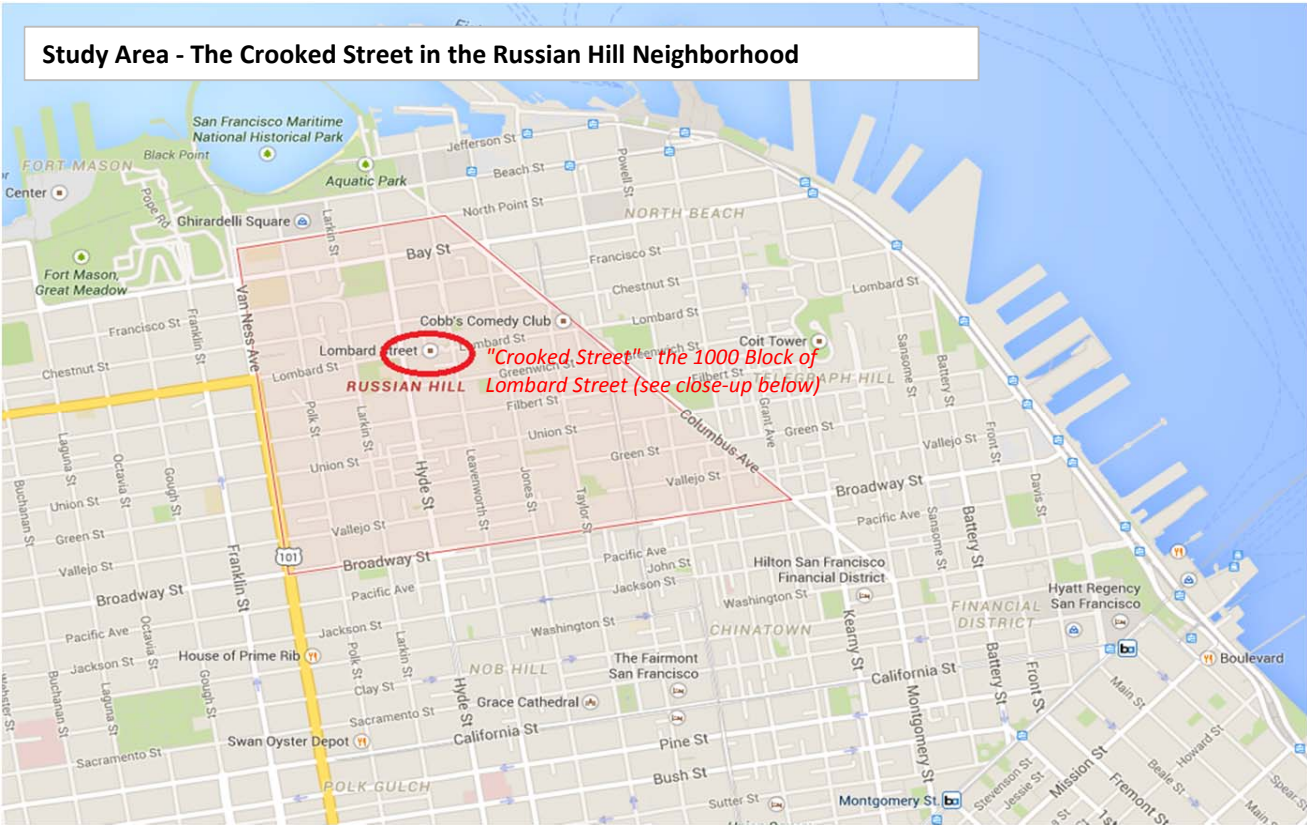
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$5,000	50%	\$5,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$5,000	100%	\$0
<b>Total:</b>			<b>\$10,000</b>		

San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

**MAPS AND DRAWINGS**

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2014/15      Current Prop K Request: \$ 100,000  
 Current Prop AA Request: \$ -

Project Name: Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Vanessa Lauf

Anna LaForte

Title: Transportation Planner

Deputy Director for Policy & Programming

Phone: 415-522-4824

415-522-4805

Fax: \_\_\_\_\_

\_\_\_\_\_

Email: [vanessa.lauf@sfcta.org](mailto:vanessa.lauf@sfcta.org)

[anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

Address: 1455 Market Street, SF 95103

1455 Market Street, SF 95103

Signature: \_\_\_\_\_

\_\_\_\_\_

Date: 04/14/15

\_\_\_\_\_



# Memorandum

**Date:** 05.04.15 **RE:** Plans and Programs Committee  
May 12, 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 \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have four requests totaling \$862,900 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested sales tax funds for three projects, including design of new traffic signals or flashing beacons for eight high-priority intersections, (\$280,000); construction to upgrade traffic signals at nine intersections along Polk Street, a Walkfirst High-Injury Corridor (\$382,900); and Neighborhood Transportation Improvement Program (NTIP) capital funds for conceptual design of key bicycle and pedestrian at three key sites at the Chavez/Bayshore/Potrero intersection and development of an areawide lighting plan (\$100,000). We are requesting \$100,000 for a District 2 NTIP planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. Of this amount, \$10,000 would be allocated to the SFMTA to support its involvement in the NTIP study. **We are seeking a recommendation to allocate \$772,900 in Prop K funds, with conditions, and appropriate \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

We have four requests totaling \$862,900 in Prop K funds to present to the Plans and Programs Committee at the May 12, 2015 meeting, for potential Board approval on May 19, 2015. As shown in Attachment 1, the requests come from the following Prop K sales tax categories:

- New Signals & Signs
- Signals & Signs
- Bicycle Circulation/Safety
- Pedestrian Circulation/ Safety
- Transportation/ Land Use Coordination

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 four Prop K (\$862,900) requests to the Plans and Programs Committee and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the four 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 attached Allocation Request Forms.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendment and other items of interest.

## **ALTERNATIVES**

1. Recommend allocation of \$772,900 in Prop K funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$772,900 in Prop K funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, 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 this item at its April 22, 2015 meeting, and amended the item to add one location to the scope of the Chavez/Bayshore/Potrero NTIP Capital project, per SFMTA's request. Transportation Authority staff received this scope modification after the CAC packet was mailed and staff supported the requested amendment. The CAC unanimously adopted a motion of support for the amended staff recommendation.

## **FINANCIAL IMPACTS**

This action would allocate \$772,900 and appropriate \$90,000 in Fiscal Year 2014/15 Prop K funds, with conditions, for a total of four requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The Fiscal Year 2014/15 Prop K Allocation Summary (Attachment 4) shows the total approved Fiscal Year 2014/15 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the amended Fiscal Year 2014/15 budget to accommodate the recommended 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 \$772,900 in Prop K funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.