



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, July 28, 2015; 11:00 a.m.
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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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.

15. Public Comment

16. Adjournment

* Additional materials

Please note that the meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, June 23, 2015

1. **Roll Call**

Chair Wiener called the meeting to order at 11:04 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (10)

Absent at Roll Call: Commissioner Avalos (1)

2. **Chair's Report – INFORMATION**

Chair Wiener reported that the Board had just held the inaugural meeting of the Treasure Island Mobility Management Agency, and congratulated Commissioner Kim on being elected chair of the agency, as well as Commissioner Christensen on being elected Vice Chair. He said the project would include many innovative features and would be an opportunity to model new ways of doing business as a means to deliver sustainable transportation options. He said he looked forward to working with the Treasure Island Development Authority, the San Francisco Municipal Transportation Agency, the California Department of Transportation, the Alameda-Contra Costa Transit District, as well as the various ferry operators over the coming years to ensure that Treasure Island had a successful transportation future.

Chair Wiener expressed his appreciation to Bay Area Rapid Transit (BART) for delivering outstanding service at the Golden State Warriors championship parade the week prior. He said preliminary figures estimated that over 550,000 riders used BART on that day, which was the second highest ridership on the system behind the San Francisco Giants championship parade in 2012. He said that BART was critical to the region but that the system was straining under the pressure of increased ridership due to population growth. He said the week prior, the BART Board voted to increase train service and improve on-time performance by adding 30 train cars during peak service and committing \$20 million for track replacement to keep the system safe and reliable. He said this was a good start but that hopefully San Francisco and the other counties within the BART system would join together to lend support because it was critical to the region's economy and quality of life.

Chair Wiener thanked the Board and Mayor Lee for participating in the 22-day Muni challenge sponsored by the San Francisco Transit Riders. He said there was 100% participation from the Commissioners and that it was a fun and at times revealing experience which showcased the successes and challenges of the Muni system. He said as a daily Muni rider for many years and after tracking each ride for 22 days, Muni was fairly reliable compared to some of the perceptions of the system. He said the Muni system carried

700,000 trips per day, which was almost half of the entire ridership of the San Francisco Bay Area, and did so in a challenging environment given San Francisco's density and topography. He said the Muni challenge highlighted the need to invest in the system to increase its capacity and reliability, as San Francisco was expected to grow by 10,000 people per year and that with the increased traffic congestion there had to be viable transit options.

During public comment, Andrew Yip commented on planning and research.

3. **Executive Director's Report – INFORMATION**

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

There was no public comment.

4. **Approve the Minutes of the May 19, 2015 Meeting – ACTION**

There was no public comment.

The Minutes were adopted without objection by the following vote:

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

Items from Finance Committee

5. **Authorize the Executive Director to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$1,950,000 and to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

During public comment, Andrew Yip commented on annual contracts.

This item was approved without objection by the following vote:

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

6. **Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Vavrinek, Trine, Day & Co., LLP in an Amount Not to Exceed \$300,000 for Annual Audit Services, 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 Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

7. **Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$224,600 for a Total Amount Not to Exceed \$596,600, for Planning and Engineering Services for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase and Authorize the Executive Director to Modify 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 Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

8. **Adopt the Proposed Fiscal Year 2015/16 Annual Budget and Work Program – ACTION**

During public comment, Andrew Yip commented on investments.

This item was approved without objection by the following vote:

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

Items from Plans and Programs Committee

9. **Allocate \$74,083,386 in Prop K Funds, with Conditions, and Appropriate \$162,400 in Prop K funds, 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 Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

10. **Adopt the Potrero Hill Neighborhood Transportation Plan Final Report – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

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

11. **Approve the Fiscal Year 2015/16 Transportation Fund for Clean Air Program of Projects – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

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

Other Items

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

Commissioner Tang made a formal request for funding to embark upon a citywide analysis of student transportation needs in San Francisco. She said this topic was probably of interest to the entire Board and that the study would be unique because the City had never completed a comprehensive analysis of student transportation needs. She said there had been several individual studies attempted by the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Health, San Francisco Unified School District, and the Transportation Authority, but that there had not been a

comprehensive study housed with one agency. She said the goal of the study was not only to understand the needs of students attending public schools but also those attending private and parochial schools. Chair Tang said that each day about 55,000 elementary and middle school students traveled to and from school in the City, and that this study hoped to better understand student travel needs from the parent perspective, to better understand the shortcomings in the existing transportation system, and to see if changes can be made to alter travel behaviors. She said the goal was to use the data gathered in the study to develop effective strategies to meet the needs of the students and their families. She said SFMTA had committed to fund half of the study, and therefore she was requesting \$25,000 from the Transportation Authority to fund the other part. She said she looked forward to working with the other Commissioners, the Transportation Authority, SFMTA, as well as students, parents, and stakeholders on this issue.

During public comment, Andrew Yip commented on flexible education.

13. **Public Comment**

There was no public comment.

Before adjournment, Chair Wiener acknowledged Liz Brisson, Senior Transportation Planner, as this would be her last meeting as an employee of the Transportation Authority. He said she would be joining the San Francisco Municipal Transportation Agency (SFMTA) and that he looked forward to working with her in that capacity. He thanked Ms. Brisson on behalf of the Transportation Authority for her service to the institution and to the residents of San Francisco, and specifically for her work on the Late Night Transportation Study. He said she provided critical expert support and made it a much better project.

Tilly Chang, Executive Director, thanked Ms. Brisson for her five years of service, and said that during her tenure she had worked with a majority of the Board on a host of efforts. She said beyond her recent work on the Late Night Transportation Study, Ms. Brisson had worked on the original Climate Action Plan, the Countywide Transportation Plan, the Western South of Market Neighborhood Transportation Plan in District 6, the Bayshore Intermodal Station Study in District 10, as well as the Waterfront work and M-Line improvements on the West Side. Ms. Chang said her knowledge and experience was a benefit to the city and the region, and that she looked forward to working with her as she continued her career at SFMTA.

14. **Adjournment**

The meeting was adjourned at 11:29 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 July 14, 2015, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language, and recommended positions on various bills; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt support positions on Assembly Bill (AB) 744 (Chau), AB 902 (Bloom), AB First Extraordinary Session (ABX1) 1 (Alejo), ABX1 2 (Perea), and Senate Constitutional Amendment First Extraordinary Session (SCAX1) 1 (Huff), support and seek amendment positions on Senate Bill (SB) 16 (Beall) and SB First Extraordinary Session (SBX1) 1 (Beall), and oppose positions on SBX1 2 (Huff) and SBX1 3 (Vidak), and a change in position from oppose to watch on AB 744 (Perea); 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

July 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) 744 (Chau), AB 902 (Bloom), AB First Extraordinary Session (ABX1) 1 (Alejo), ABX1 2 (Perea), and Senate Constitutional Amendment First Extraordinary Session (SCAX1) 1 (Huff); **new support and seek amendment positions** on Senate Bill (SB) 16 (Beall) and Senate Bill First Extraordinary Session (SBX1) 1 (Beall); and **new oppose positions** on SBX1 2 (Huff) and SBX1 3 (Vidak); and a **change in position from oppose to watch** on AB 744 (Perea).

Bill #	Author	Description	Status	Position	Comments
AB 2 Amended: 6/16/2015 pdf html	Alejo D (Dist 30)	Community revitalization authority. 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.	Senate Transportation and Housing	Watch	The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. 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 2 year	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
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
AB 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. 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.	Senate Public Safety	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.
AB 23 Introduced: 12/1/2014 pdf html	Patterson R (Dist 23)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferral will be to reduce Cap and Trade auction revenues.

San Francisco County Transportation Authority

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Bill #	Author	Description	Status	Position	Comments
AB 24 Amended: 4/22/2015 pdf html	Nazarian D (Dist 46)	Transportation network companies: public safety requirements. 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 2 year	Watch	Intended to further develop the existing transportation network company regulatory statutes by requiring TNC's to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.
AB 28 Amended: 4/22/2015 pdf html	Chu D (Dist 25)	Bicycle safety: rear lights. 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.	Senate Third Reading	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.
AB 35 Amended: 5/20/2015 pdf html	Chiu D (Dist 17)	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years beginning 2016, 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. This bill contains other related provisions.	Senate Gov. & F.	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.
AB 40 Amended: 4/15/2015 pdf html	Ting D (Dist 19)	Toll bridges: pedestrians and bicycles. 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.	Senate Appropriations	Support	This measure would prohibit the Golden Gate Bridge District and other jurisdictions from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.

San Francisco County Transportation Authority

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Bill #	Author	Description	Status	Position	Comments
AB 61 Amended: 4/20/2015 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. 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 2 year	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.
AB 156 Amended: 6/23/2015 pdf html	Perea D (Dist 31)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.	Senate Environmental Quality	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.
AB 162 Enrollment: 6/29/2015 pdf html	Rodriguez D (Dist 52)	State highways: wrong-way driving. 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 a preliminary version of the report to specified legislative committees on or before December 1, 2015, and the final report on or before July 1, 2016.	Assembly Enrollment	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.

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Bill #	Author	Description	Status	Position	Comments
AB 194 Amended: 6/1/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. 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	Senate Transportation and Housing	Support	The author introduced this bill for the Self-Help County Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. Proposed amendments would permit local authority, under agreement to be responsible for environmental, design and financial studies. Metropolitan Planning Organization would operate the facility.
AB 208 Amended: 4/21/2015 pdf html	Bigelow R (Dist 5)	Vehicles: highway: lane use. 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.	Senate Transportation and Housing	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. Latest amendment uses term "roadway" to ensure the bill applies where bicyclist is on shoulder.
AB 212 Introduced: 2/2/2015 pdf html	Achadijian R (Dist 35)	State highways. 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 2 year	Watch	This is a spot bill for which the author has not disclosed his intentions.
AB 227 Amended: 4/15/2015 pdf html	Alejo D (Dist 30)	Transportation funding. 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 2 year	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also extends P3 law.

San Francisco County Transportation Authority

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Bill #	Author	Description	Status	Position	Comments
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly 2 year	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 313 Amended: 6/30/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts (IFDs). Would require, after the adoption of a resolution of intention to establish the 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.	Senate Governance and Finance	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.
AB 318 Amended: 6/11/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate Judiciary	Watch	This bill establishes a pilot program, until 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days. LA Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.
AB 378 Introduced: 2/18/2015 pdf html	Mullin D (Dist 22)	State Highway 101 corridor. 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 2 year	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 the bill and are engaged in ongoing discussions with state, regional, and local stakeholders in the corridor.

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Bill #	Author	Description	Status	Position	Comments
AB 457 Amended: 3/26/2015 pdf html	Melendez R (Dist 67)	High-occupancy toll lanes. 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 2 year	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.
AB 464 Amended: 6/17/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. 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%.	Senate Third Reading	Support	Provides significant new local government sales tax capacity by increasing local cap from 2% to 3% beginning on January 1, 2016.
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. 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 2 year	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.
AB 516 Amended: 6/30/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	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. The bill is sponsored by the Metropolitan Transportation Commission to address bridge toll fare evasion.

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Bill #	Author	Description	Status	Position	Comments
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. 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 2 year	Watch	Spot bill.
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District: strikes: prohibition. 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 2 year	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. 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 2 year	Watch	Expands LA Metro authority relative to HOT Lanes in its jurisdiction, requiring the agency to provide assistance to transit users and commuters of law and moderate income.

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Bill #	Author	Description	Status	Position	Comments
AB 744 Amended: 6/23/2015 pdf html	Chau D (Dist 49)	Planning and zoning: density bonuses. This bill would prohibit, at the request of the developer, a city, county, or city and county from imposing a minimum onsite parking requirement on a development that is located within one-half mile of a major transit stop, is a senior housing development, or is a special needs housing development, as those terms are defined. The bill would specify that a city, county, or city and county may impose a maximum onsite parking requirement for a development. In addition, parking requirements for affordable housing developments that qualify for a density bonus (based on dedicating a certain share of total housing units in a development for very low, low-, or moderate-income households) would be capped at 0.5 spaces per bedroom.	Senate Transportation and Housing	New – Recommend Support	This bill would, under certain conditions, eliminate minimum parking requirements. Planning Department staff has asked the City to support this bill.
AB 779 Amended: 6/1/2015 pdf html	Garcia, Cristina D (Dist 58)	Environmental quality: transit priority areas. 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 authorize the Office of Planning and Research to determine that transportation impacts for residential and mixed-use projects in transit priority areas do not meet the threshold of significance.	Senate Rules	Oppose	The bill requires OPR to delay guidelines that address other impacts of traffic in PDAs that seek to reduce GHG emissions to 2017. Latest amendment eliminates the delayed date for guidelines. It clarifies that OPR may determine that residential and mixed-use projects in transit priority areas do not meet the threshold of "significant" for the purposes of CEQA, particularly when the VMT metric is used.
AB 828 Amended: 4/20/2015 pdf html	Low D (Dist 28)	Vehicles: transportation network companies. 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.	Senate Transportation and Housing	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.

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Bill #	Author	Description	Status	Position	Comments
AB 869 Amended: 6/18/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. 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 conduct violation may be subject to those criminal penalties.	Senate Third Reading	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. 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 2 year	Watch	This remains a spot bill regarding state transportation funding. This bill also includes language declaring that the Legislature intends to enact legislation to explore a two-tiered road usage charge which would provide that a person who drives a car made in 2005 or before would pay a lesser surcharge than a person who drives a newer vehicle, and would continue to pay the lesser surcharge if he or she purchases a newer, more fuel-efficient vehicle.
AB 886 Amended: 3/26/2015 pdf html	Chau D (Dist 49)	Transportation service network provider: passenger privacy. Would prohibit a transportation service network provider, as defined, from requesting or requiring personally identifiable data, as defined, of a passenger unless the information is used for certain purposes, including establishing, maintaining, and updating a customer's account. The bill would require the transportation service network provider to provide an accountholder with an opportunity to cancel or terminate an account.	Assembly 2 year	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
AB 902 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Traffic violations: diversion programs. 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. This bill would make other technical, nonsubstantive changes.	Senate Transportation and Housing	New – Recommend Support	The bill expands the applicability of local diversion programs for Vehicle Code violations not involving a motor vehicle from a “minor’s only” policy to include violators of all ages. A frequent violation that fits this program is running stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit. SFMTA supports this bill.
AB 945 Amended: 5/20/2015 pdf html	Ting D (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	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.
AB 1015 Enrollment: 6/23/2015 pdf html	Bloom D (Dist 50)	Parking: car share vehicles. 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 Enrolled	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Amended: 5/5/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would, for projects involving hiring, require priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Senate Appropriations	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.

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Bill #	Author	Description	Status	Position	Comments
AB 1033 Introduced: 2/26/2015 pdf html	Garcia, Eduardo D (Dist 56)	Infrastructure financing. 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 2 year	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. 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 2 year	Watch	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects. This would prevent the ultimate project from being fully realized.
AB 1096 Amended: 6/15/2015 pdf html	Chiu D (Dist 17)	Vehicles: electric bicycles. 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.	Senate Appropriations	Watch	This bill pertains to the definition of motorized bikes.
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. 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 2 year	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 Congestion Management Plan 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. 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 2 year	Oppose	Effect of the bill is to stop progress on Initial Construction Segment (ICS) phases of High Speed Rail project.
AB 1160 Amended: 4/14/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. 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 2 year	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
AB 1164 Amended: 6/22/2015 pdf html	Gatto D (Dist 43)	Water conservation: drought tolerant landscaping. Would prohibit a city, including a charter city, county, and city and county, from enacting or enforcing any ordinance or regulation that prohibits the installation of synthetic grass or artificial turf on residential property. The bill would additionally state that this is an issue of statewide concern. This bill contains other related provisions.	Senate Governance and Finance	New – Recommend Delete from Matrix	Originally, required Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies. Amended to prohibit restrictions by local government of installation of artificial grass.
AB 1171 Amended: 6/19/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. 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: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	Senate 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
AB 1176 Amended: 6/1/2015 pdf html	Pereira D (Dist 31)	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources 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.	Senate Environmental Quality	New - Recommend Watch (was 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 opposed an earlier version of 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. We are recommending changing position from oppose to watch since it was amended to eliminate dedication of funds to disadvantaged communities.
AB 1236 Amended: 4/20/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. 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.	Senate Transportation and Housing	Watch	Subjects electric vehicle charging station to requirement that local governments approve installations.
AB 1250 Amended: 3/19/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: gross axle weight. Current law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Current law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. 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 Transportation and Housing	Watch	Sponsored by California Transit Association to provide extension of time to reconcile policy differences between local governments and transit agencies over the operation of buses that exceed state legal limits. ADA and CNG tanks added to buses pursuant to state or federal mandates may result in heavy vehicles.

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Bill #	Author	Description	Status	Position	Comments
AB 1265 Amended: 4/29/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. 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 2 year	Support	Extends public private partnership (P3) law through 2030. Similar bill introduced in Special Session: ABX1 - 2 (Perea).
AB 1284 Amended: 4/8/2015 pdf html	Baker R (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. 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.	Senate Appropriations	Watch	Subjects BATA to open meeting Act requirements.
AB 1287 Amended: 6/18/2015 pdf html	Chiu D (Dist 17)	Vehicles: parking violations. Current law requires San Francisco to provide to the transportation and judiciary committees of the Legislature, no later than March 1, 2015, an evaluation of the effectiveness and impact on privacy of video imaging parking violations occurring in transit-only traffic lanes if San Francisco installs automated forward-facing parking control devices on city-owned public transit vehicles for that purpose. This bill would delete obsolete provisions requiring the evaluation and would also delete the repeal date for San Francisco's authority to install the parking control devices, thereby extending the operation of those provisions indefinitely.	Senate Judiciary	Support	Grants city of San Francisco extended authority to install cameras on transit vehicles for enforcement of parking violations.

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Bill #	Author	Description	Status	Position	Comments
AB 1335 Amended: 6/3/2015 pdf html	Atkins D (Dist 78)	Building Homes and Jobs Act. 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 Third Reading	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.
AB 1336 Amended: 3/26/2015 pdf html	Salas D (Dist 32)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires a minimum of 25% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities. This bill instead would require a minimum of 40% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly 2 year	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.
AB 1360 Amended: 5/13/2015 pdf html	Ting D (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a rideshare program operated by a transportation network company that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone.	Senate Energy, Utilities and Communications	Watch	TNCs have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.

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Bill #	Author	Description	Status	Position	Comments
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission. Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly 2 year	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC) 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 2 year	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
AB 1422 Introduced: 4/22/2015 pdf html	Cooper D (Dist 9)	Transportation network companies. This bill would require a transportation network company to participate in the Department of Motor Vehicles' pull-notice system to regularly check the driving records of a participating driver regardless of whether the participating driver is an employee or an independent contractor of the transportation network company. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program.	Senate Transportation	New – Recommend Watch	This bill would require transportation network companies to participate in the Department of Motor Vehicles' (DMV) employer pull-notice (EPN) system to regularly check the driving records of a participating driver. Similar to AB 24 (Nazarian).
AB 1486 Introduced: 2/27/2015 pdf html	Obermolte R (Dist 33)	Vehicles: toll highways. 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 2 year	Watch	Spot bill pertaining to toll highways.

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Bill #	Author	Description	Status	Position	Comments
ABX1.1 Introduced: 6/23/2015 pdf html	Alejo D (Dist 30)	Transportation funding. 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 Print	New - Recommend Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
ABX1.2 Introduced: 6/25/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. 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. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	New - Recommend Support	Extends public private partnership (P3) law indefinitely. Similar to AB 1265 (Perea).
ACA.4 Introduced: 2/27/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. 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.	Assembly Revenue and Taxation	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.

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Bill #	Author	Description	Status	Position	Comments
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. 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.	Senate Environmental Quality	Oppose	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.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferred will be to reduce Cap and Trade auction revenues.
SB 8 Amended: 2/10/2015 pdf html	Hertzberg D (Dist 18)	Taxation. 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 2 year	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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July 2015

Bill #	Author	Description	Status	Position	Comments
<p>SB 9 Amended: 6/23/2015 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program (TIRCP). Current law establishes the Transit and Intercity Rail Capital Program, which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation, to fund capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety.</p>	<p>Senate Third Reading</p>	<p>Assembly Natural Resources</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 delete requirement that 90% of funds are for large projects that cost more than \$100 million.</p> <p>In late June CalSTA announced the award of \$225 million in TIRCP funds, including \$41 million to the San Francisco Municipal Transportation Agency (SFMTA) for its Light Rail Vehicle Expansion project. SFMTA is targeting this program to pay back funds committed by the Metropolitan Transportation Commission.</p>
<p>SB 16 Amended: 6/1/2015 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>Transportation funding. 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.</p>	<p>Senate Third Reading</p>	<p>New – Support and Seek Amendment (was watch)</p>	<p>Latest amendments would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., Vehicle Registration Fee (VRF) by \$35 and Vehicle License Fee (VLF) by .35%.</p> <p>We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the 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.</p> <p>Similar bill introduced in Special Session: SBX1-1 (Beall).</p>

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 34 Amended: 4/22/2015 pdf html	Hill D (Dist 13)	Automated license plate recognition (ALPR) systems: use of data. 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.	Assembly Privacy and Consumer Protection	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.
SB 39 Amended: 4/8/2015 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle (HOV) lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). 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 an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	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. The Transportation Budget Trailer Bill, AB 95, increased the number of decals from 70,000 to 85,000.
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle (HOV) lanes. 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 2 year	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.
SB 64 Amended: 6/24/2015 pdf html	Liu D (Dist 25)	California Transportation Plan. The California Transportation Commission (CTC) is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.	Assembly Appropriations	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.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act. 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 2 year	Watch	This is a CEQA spot bill.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 158 Amended: 3/26/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. 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 2 year	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 L.A county.
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act. 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 2 year	Watch	CEQA spot bill.
SB 167 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006. 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 2 year	Watch	Spot bill that addresses AB 32 regulatory process.
SB 192 Amended: 4/30/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, 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 2 year	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

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 254 Amended: 6/2/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Assembly Transportation	Watch	This bill authorizes the California Transportation Commission (CTC) to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute.
SB 321 Amended: 5/27/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the excise tax rate on motor vehicle fuel 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 existing law to maintain revenue neutrality for each year . This bill contains other related provisions and other existing laws.	Assembly Revenue and Taxation	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process.
SB 413 Amended: 6/22/2015 pdf html	Wiecekowski D (Dist 10)	Public transit: prohibited conduct. Current law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle.	Assembly Public Safety	Support - if Amended	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. Adopted a support if amended position with direction to seek an amendment to provide relief for minors from having infractions on their permanent records, which was a concern for Finance Committee members in May. However, the bill still does not provide for relief for minors from records.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 433 Amended: 5/7/2015 pdf html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020-21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, 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.	Assembly Revenue and Taxation	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
SB 491 Amended: 6/29/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. 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.	Assembly Transportation	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
SB 508 Amended: 5/12/2015 pdf html	Beall D (Dist 15)	Transportation funds: transit operators: pedestrian safety. 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 fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years.	Assembly Transportation	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.
SB 516 Amended: 5/22/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.	Assembly Appropriations	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. 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.	Assembly Transportation	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor. SFMTA has also adopted a support position on this bill.
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. 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 2 year	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
SB 632 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. 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 2 year	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program (ATP): school zone safety projects. 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 2 year	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 782 Introduced: 2/27/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. 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 2 year	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
SBX11 Introduced: 6/22/2015 pdf html	Beall D (Dist 15)	Transportation funding. 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.	Senate Transportation and Housing	New - Recommend Support and Seek Amendment	Latest amendments would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., Vehicle Registration Fee (VRF) by \$35 and Vehicle License Fee (VLF) by .35%. We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the 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. This bill is similar to SB 16 (Beall).

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SBX12 Introduced: 6/30/2015 pdf html	Huff R (Dist 29)	Greenhouse Gas Reduction Fund. Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.	From Printer	New – Recommend Oppose	The bill seeks to transfer from current Cap and Trade permanent allocations for High Speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways. The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to 10 cents per gallon of fuel. The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SF Muni was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project. Prohibits new bond sales for High Speed Rail, except for funding of book end projects and Connectivity Program projects. Further, unspent bonds already sold would be used to retire existing Prop 1A high speed bond debt. The effect of this bill would be to halt the High Speed Rail project, even though much desirable regional projects would be left untouched.
SBX13 Introduced: 7/1/2015 pdf html	Vidak R (Dist 14)	Transportation bonds: highway, street, and road projects. This bill 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 would require redirection of the unspent proceeds 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 June 7, 2016, statewide primary election.	From Printer	New – Recommend Oppose	
SBX14 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Second Reading	New – Recommend Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX15 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.		New – Recommend Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SCA 5 Amended: 6/9/2015 pdf html	Hancock D (Dist 9)	<p>Local government finance. Would exempt from taxation an amount up to \$500,000 of tangible personal property used exclusively for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.</p> <p>Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>	Senate Governance and Finance	New – Recommend Delete from Matrix	<p>Was previously a bill to specify that the voter approval requirement is 55% for local government special taxes.</p> <p>Recommending removing bill from the matrix because it no longer relates to transportation. Previously adopted a support position.</p>
SCAX11 Introduced: 6/19/2015 pdf html	Huff R (Dist 29)		Senate Transportation and Housing	New - Recommend Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 89

Total Tracking Forms: 89



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RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO AECOM TECHNICAL SERVICES, INC. IN AN AMOUNT NOT TO EXCEED \$400,000 FOR PLANNING AND ENGINEERING SERVICES FOR THE SAN FRANCISCO FREEWAY CORRIDOR MANAGEMENT STUDY PHASE 2 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

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

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

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

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

WHEREAS, In March 2015, the Transportation Authority Board unanimously approved the FCMS Phase 1 Report, which set the foundation for the technical analysis in Phase 2; and

WHEREAS, Phase 2 will be the performance-based technical analysis of strategies, producing recommended strategies and an implementation plan; and

WHEREAS, On May 8, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning and engineering services; and



WHEREAS, The Transportation Authority received four proposals in response to the RFP by the due date of June 8, 2015; and

WHEREAS, A review panel consisting of Transportation Authority, San Francisco Municipal Transportation Agency, and Caltrans staff interviewed three teams on June 17, 2015; and

WHEREAS, Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of AECOM Technical Services, Inc. (AECOM); and

WHEREAS, Budget for services identified in this contract will be provided by funds from a Caltrans Partnership Planning for Sustainable Transportation grant as well as Prop K sales tax funds; and

WHEREAS, The first year's activity is included in the Transportation Authority's Fiscal Year 2015/16 budget and sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, At its June 24, 2015 meeting, the Citizens Advisory Committee was briefed on and adopted a motion of support for the staff recommendation; and

WHEREAS, At its July 14, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract to AECOM in an amount not to exceed \$400,000 for planning and engineering services for the San Francisco Freeway Corridor Management Study Phase 2; and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of

payment, and general scope of services; and be it further

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

Attachment:

1. San Francisco Freeway Corridor Management Study Phase 2 Scope of Services

Attachment 1
San Francisco Freeway Corridor Management Study Phase 2
Scope of Services

BACKGROUND

Project Background and Purpose

The 2013 San Francisco Transportation Plan identified San Francisco's need for a Freeway Corridor Management Study (FCMS). In addition to existing mobility and livability conditions that warrant improvement, San Francisco's US-101 and I-280 freeway corridors are forecast to face high growth in demand for travel between now and 2040. San Mateo and Santa Clara Counties are currently developing and implementing management strategies along these corridors, and the state and region are revising freeway management plans for California and for the Bay Area, respectively. The San Francisco FCMS is a performance-based evaluation of a range of freeway corridor management strategies, from signage and striping to high-occupancy vehicle (HOV) or Express Lanes.

Phase 1 of the FCMS documented the project's background, outlined goals and objectives, identified a range of potential strategies for achieving those goals, and described the existing institutional and regulatory framework in which San Francisco initiates this effort. The goals and objectives identified in Phase 1 will serve as the criteria by which strategies carried forward to Phase 2 will be evaluated. These goals include:

- Improve San Francisco freeway corridors' ability to move people to support economic competitiveness and accommodate existing and new residents and workers
- Improve trip reliability for all freeway corridor users and modes
- Improve travel mode choices for trips on freeway corridors that start or end in San Francisco
- Support coordinated and integrated strategies and plans across jurisdictional boundaries, including Caltrans, MTC, and adjacent counties
- Reduce freeway corridor emissions
- Ensure safe, equitable, and balanced local arterial and freeway operations while minimizing impacts on neighborhoods

In March 2015, the Transportation Authority Board adopted the FCMS Phase 1 Final Report and its recommended alternative.

Existing Work Products

The FCMS Phase 1 Final Report and its appendices are available on the Transportation Authority website at <http://www.sfcta.org/sf-freeway-corridor-management-study>, and should be reviewed prior to commencing work. The body of the report includes information pertaining to potential operational and technological strategies for follow-up exploration in Phase 2 of the study. Appendix A-4 contains a detailed review of the current institutional context for managed lanes policy and systems development in San Francisco, including approval and financial responsibilities.

Project Organization

The Transportation Authority will be the lead agency for this phase of work. Other participating agencies include the California Department of Transportation (Caltrans), and the San Francisco Municipal Transportation Agency (SFMTA). Roles include:

- **Transportation Authority:** lead agency, including overall project management; lead for public, stakeholder, and policy-maker outreach; lead for inter-agency coordination; and management of consultants
- **Caltrans:** technical review
- **SFMTA:** review of proposed designs including lane and intersection configurations, traffic controls and any effects on local streets and arterials, including transit lanes; review of traffic analysis

SCOPE OF SERVICES

The Transportation Authority seeks consultant services to support the Freeway Corridor Management Study Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US 101/I-80 and a portion of I-280 for opportunities to provide a managed lane on those corridors that may be restricted by occupancy or price, opportunities to manage ramp access to the freeways, as well as opportunities for other demand-and/or information-based management strategies. A study area will be confirmed through early tasks, but for purposes of this procurement should be assumed to be the US 101 corridor from the San Francisco / San Mateo County Line to the Central Freeway and the I-280 corridor from US 101 to 6th and King Streets. Additional adjacent freeway corridor segments, such as I-80, may be included in the analysis related to certain tasks for operational modeling purposes. The Transportation Authority has budgeted up to \$400,000 for this contract.

Project Schedule: The Transportation Authority desires that all tasks outlined in this scope of services be completed within two years from the execution of contract with the selected consultant.

General: The Consultant shall provide qualified planners, engineers and other professionals to provide the requested services. All management, planning, engineering and design tasks are to be performed in accordance with applicable federal, state and local criteria and guidelines. By submitting a proposal to provide services, the Consultant represents itself as fully qualified to provide the requested services and knowledgeable concerning laws, regulations, and procedures to be followed. The Consultant will be expected to have all capabilities needed to assist the Transportation Authority in the successful completion of this study.

Licensing Requirements: All persons performing work for which the California Professional Engineers Act (Building and Professions Code §§ 6700-6799) requires licensing as professional engineers in the State of California shall be so licensed. Each person shall be licensed in the discipline appropriate for that person's scope of responsibility and anticipated tasks.

Standards and Guidelines: The Consultant shall be versed in design and analysis standards and guidelines of Caltrans, the SFMTA, and the San Francisco Department of Public Works (SF Public Works).

Specific Tasks include the following: 1) Project Initiation and Ongoing Management, 2) Interagency Coordination, 3) Outreach, 4) Goals Framework and Existing Conditions, 5) Physical and Operations Feasibility, 6) Initial Managed-Lane Network Scenario Definition, 7) Demand and Usage Analysis, 8)

Travel Time and Reliability Analysis, 9) Other Management Strategies, 10) Recommendations and Cost Estimate, 11) Implementation Plan, and 12) Final Report.

Proposers may suggest changes/additions/subtractions to the task descriptions and the division of responsibility between the Transportation Authority and the Consultant team as a part of their proposals, but this should be stated clearly, and the value of consultant services must stay within the Transportation Authority's budgeted amount. The Transportation Authority is interested in establishing an efficient process that utilizes both in-house and Consultant expertise.

Task 1. Project Initiation and Ongoing Project Management

The Consultant shall be responsible for:

- Producing a final work plan and schedule for Consultant activities, including a budget by task;
- Revised scope and budget, as needed;
- Project reporting and invoices by task; and
- Monthly progress meetings.

Project team coordination meetings are expected to occur approximately monthly over the course of a two-year study. This task also provides for any ongoing management activity on an as-needed basis.

Deliverables: Project workplan and schedule, monthly progress meeting attendance, regular project reports and invoices, revised scope and budget as needed.

Task 2. Interagency Coordination

Task 2.1 Technical Advisory Committee

Transportation Authority staff will convene and lead an interagency Technical Advisory Committee (TAC). The TAC will consist of at least the following agencies:

- SFMTA
- Caltrans
- California Highway Patrol
- MTC
- City/County Association of Governments of San Mateo County
- San Mateo County Transportation Authority
- Peninsula Corridor Joint Powers Board (Caltrain)
- Bay Area Rapid Transit District (BART)

Transportation Authority staff will convene the TAC on a quarterly basis throughout the study process to discuss and provide input on other study deliverables.

The Consultant will provide technical support at TAC meetings as needed (eight meetings).

Task 2.2 Other Agency Coordination

Consultant will assist Transportation Authority in preparing for and attending other interagency coordination meetings as needed (two meetings).

Deliverables: Technical presentations, support at TAC and interagency coordination meetings as-needed.

Task 3. Outreach

This task is not a part of this consultant contract but is described for informational purposes.

Transportation Authority will undertake an outreach effort throughout the study process to inform the community of the study and its process and to incorporate community input. Transportation Authority will generate an outreach plan describing key stakeholders and diverse communities, and questions for which to seek input, public outreach and involvement activities, and communication channels to be used, including web-based and culturally appropriate channels. The outreach plan, being prepared by Transportation Authority, will include at least two hosted community meetings, workshops, direct outreach, and regular briefings to the Transportation Authority's Citizens Advisory Committee. Consultant will be asked to provide technical materials and may be asked to attend the meeting to answer questions.

Deliverables: None.

Task 4. Goals Framework and Existing Conditions Characterization

In this task, the study will characterize existing conditions and trends for the study corridors. This work includes gathering, summarizing, assessing, and presenting several types of existing conditions information. Transportation Authority, with assistance from the consultant as needed, will gather information from readily available sources, including, but not limited to: relevant local and regional planning documents; traffic data and collision sources; as-built plans; available mapping and aerial imagery; and travel demand models. This effort will focus on collecting existing data and minimize creation or collection of new data, but the Transportation Authority may request Consultant to do so as appropriate to supplement existing sources. For purposes of this RFP, bidders should assume no data collection for this task and that Consultant effort for this task is limited to analyzing and synthesizing available data in the categories below:

1. Goals Framework - Goals, objectives, and performance metrics, starting from Phase 1 findings. At a minimum, the goals will address: person throughput; travel time and reliability; emissions; safety and equity; and effects on local streets.
2. Facilities Description - Existing freeway facility description: US 101/I-80, I-280. This discussion will include an inventory and analysis of cross sections and dimensions, including number of lanes, profile and elevation relative to surrounding streets, and on-ramp and off-ramp locations, configurations, lengths and profiles. The task will include developing simplified and/or schematic visual representations of this information.
3. Travel Conditions - Existing freeway travel conditions and trends: US 101/I-80, I-280. The task will describe daily volumes, travel speeds and travel time reliability, as well as time-of-day trends, including defining peak periods and describing travel conditions during those periods. The task will describe key congestion locations and analyze causes. The task will characterize recurrent and non-recurrent congestion. The task will describe, either via existing data or new collection, occupancy rates for vehicles in the corridors. The task will describe, either from empirical data or SF-CHAMP-derived projections, existing travel characteristics, markets, and origin-destination pairs for those travelers using the corridors and parallel transit services.

4. Parallel Routes/Services - Other corridor facilities. This task will describe alternate travel routes and modes in the 101/280 corridors, including parallel routes and services which may include Bayshore Boulevard, Potrero Avenue, Alemany Avenue, San Jose Avenue/Guerrero/Dolores Avenue, Junipero Serra/Portola Avenue, Ocean Avenue/Monterey Boulevard, Muni, Caltrain, San Mateo County Transit District, and BART. It will describe current volumes/ridership and service levels as applicable, including by time of day. The consultant will produce metrics describing the local street and transit network as well as the regional transit network. It is anticipated that approximately two freeway-to-freeway interchanges and 50 surface intersections where the freeway and local network interface will be inventoried and described. Collision and safety data will be collected and described, with an emphasis on collisions that occur at the interface between the freeway and local street network.
5. Planned Projects - The list of planned projects is to be developed in consultation with Transportation Authority staff, focusing on projects within the study's time horizon, including adjoining agency projects, which would most affect or be affected by management strategies for San Francisco freeways.

Deliverables: Goals Framework, Conditions Characterization Technical Memorandum.

Task 5. Physical and Operational Feasibility

Task 5.1 Lane Conversion Feasibility

This task will assess the physical and practical operational feasibility of providing an actively managed lane by converting an existing mixed-flow lane on the mainline freeway network and/or local arterial network. The study will focus mainly on HOV conversion but will also explore the feasibility of priced managed lanes consistent to the extent possible with regional approaches. For both left-side and right-side lane concepts, the task will identify the physical design options and constraints, addressing safety and adequacy of right-of-way, lane continuity including weaving areas for merges and diverges, logical endpoints and connections to adjacent counties' facilities, access into and out of the lanes, technology issues, and enforcement issues. The study will consider need for multiple-lane designs. The task will provide both narrative and graphical descriptions of the options and constraints. The study will assess feasibility for freeway portions of US 101/I-80 and I-280 within San Francisco.

As detailed operational analysis and modeling resources are limited, the consultant will use industry-practice-informed professional judgment to assess whether converted lanes would provide a non-negligible positive travel time and/or reliability benefit for lane users, given current operational conditions and constraints, especially for US 101 near I-80, and near any other congested freeway-to-freeway junctions where queue spill-back or bottlenecks may occur (such as the US 101/I-280 junction). In the case where more operational information is required to perform this initial professional judgment assessment, the consultant may perform limited off-model calculations to estimate travel performance. The consultant will use this assessment to inform the feasibility of lane conversion. Alternatives that show exceptional benefit and minimal operational challenges will be identified for accelerated analysis with a goal of expedited implementation. Proposers are encouraged to describe their proposed approach to conducting this task in a defensible way given limited resources.

Task 5.2 Ramp Access Feasibility

Separately, the study may assess the feasibility of actively managing ramp access to US 101 and I-280. The study will consider options including ramp metering and selective ramp access restrictions, such as

HOV and priced access, and include consideration of the freeway-to-freeway ramps as well as the local access ramps. These options will be assessed to determine if active ramp management would provide a non-negligible travel time benefit to freeway users, as well as what impacts may occur to the local street and transit networks as a result.

Task 5.3 Multimodal Safety Analysis

Using data on traffic volume, speed, and recurrent congestion locations collected in Task 4, and based on the analysis conducted in Task 5, consultant will identify interface points between the freeway and local networks that can be reasonably expected to see increased traffic volumes and/or speeds under various operational scenarios that will advance to further analysis. Consultant will also identify all interface points between the freeway and local networks that either fall along the Vision Zero High-Injury Network or have been classified as a Vision Zero High-Injury Intersection.

For those intersections identified, Transportation Authority will coordinate with SFMTA to identify up to five priority ramp touchdown points and associated intersections. Factors potentially including collision history, intersection configuration, signal timing, and traffic volumes will be evaluated. Treatments for these intersections, addressing specific issues identified in the assessment, will be recommended, building off of the Walk First toolbox and in coordination with Caltrans. Recommendations will take the form of narrative descriptions and example images as applicable. Detailed engineering design and graphics are not included in the project scope.

Deliverables: Draft Lane Conversion and Ramp Access Control Feasibility Technical Memorandum, Draft and Final Multimodal Safety Technical Memorandum.

Task 6. Initial Managed-Lane Network Alternative Definition and Screening

Using the results of Task 5, the study will define managed-lane scenarios to test by combining physical network alternatives with operational policy options. The development process will consider alternatives featuring managed lanes and/or ramps on US 101, I-280, or both. These scenarios will be selected to maximize the feasibility of the network and the likelihood of near-term implementation. Under this task, the study will explore HOV (non-pricing) and pricing strategies for the managed-lane network. The consultant will define the pricing schemes to be evaluated, including price levels, times of day, and policy issues such as potential discounts, and, if feasible, include up to two pricing policy alternatives in the managed-lane network alternatives. Alternatives proposing to restrict access to the managed lane will include a definition of the relevant policy, e.g. HOV 2+, HOV 3+, transit, and/or a pricing scheme, including any proposed discount policies. The scenarios may also include ramp access control if warranted based on Task 5 results.

The scenarios will then be analyzed and screened through a process based on performance metrics as defined in Task 4 to produce up to three scenarios for further testing, identifying the advantages and disadvantages, both relative and absolute, of the various potential scenarios. This task will prioritize selecting promising alternatives which feature an HOV, transit, and/or price managed lane. The definition will include a narrative description and a visual representation of the proposed facilities.

This task will entail two rounds of review and refinement: Round 1 with internal Transportation Authority review and comment, and Round 2 with Interagency TAC review and comment.

Deliverables: Round 1 Alternatives Definition, Round 2 Alternatives Definition, Alternatives Definition Report.

Task 7. Demand and Usage Analysis

This task will analyze the travel demand data and facility usage associated with the managed lane alternatives generated in Task 6. The task will produce estimates of demand/usage-related metrics as defined in Task 4 for all the transportation facilities and services of interest to the study. This task will also analyze any strategies prioritized for further study and that are amenable to testing via travel demand analysis as identified in Task 9 Other Management Strategies, which will be undertaken concurrently to Task 5. The analysis will utilize a travel demand model, such as SF-CHAMP. It will include multiple scenarios for a near term future-year horizon:

- Baseline “no-build”
- Proposed managed-lane scenarios (up to three)

The analysis will document assumptions used for future land use and transportation networks. The analysis will use model outputs to calculate metrics for each scenario as defined in Task 4. The analysis will account separately for the use of private transportation services, such as shuttles and ride-hailing services, and their potential use of any proposed managed lanes as defined in the scenarios. Proposers should include in their responses to this RFP their recommended approach for accounting for these private transportation services.

Transportation Authority staff will prepare model inputs in coordination with the consultant. Among the inputs to be determined are transportation network assumptions, including under-construction and already-planned projects, which Transportation Authority and the consultant will consider together. The inputs may also require inclusion of assumptions for how travel conditions relating to specific operational issues identified in Task 5 may change in each scenario that SF-CHAMP does not explicitly estimate. Transportation Authority staff and the consultant will need to determine the appropriate assumptions to make. Transportation Authority staff will generate a model input report that describes the assumptions. Transportation Authority staff will conduct model runs and provide model outputs to the consultant. The consultant will use model outputs to calculate metrics and document the analysis results in a technical memorandum.

Deliverables: Demand Analysis Technical Memorandum.

Task 8. Travel Time and Reliability Analysis

Task 8.1 Sketch-Level Analysis

Conduct a sketch-level based analysis of the travel time and reliability effects of the proposed managed-lane alternatives developed in Task 6, for both current year and a near-term future horizon. The sketch-level analysis will document a methodology to generate estimates of travel time and reliability to compare effects among the defined scenarios. The travel time methodology may use a combination of existing conditions data, case studies from other areas, results from the Transportation Authority’s SF-CHAMP travel demand model and/or Dynamic Traffic Assignment (DTA) model, and/or other sources. Use of microsimulation is not anticipated for this subtask, and the effort is anticipated to only involve manual analyses (e.g., hand calculations). The analysis must account for the effects of merge and diverge operations, such as the US 101/I-80 junction, and will provide estimates showing effects for SF-based and –bound travelers separately from all freeway travelers. The reliability methodology may utilize a combination of existing conditions data, case studies from other areas, qualitative description, and/or probabilistic analysis. The analysis will also generate estimates of the effects on parallel routes and services, with attention to potential spillover onto parallel routes and changes in ridership on parallel transit services, as well as the groups of travelers and neighborhoods that would be most affected. With SFMTA oversight, consultant will generate the estimate of effects on travel time and reliability for the

local street and transit network. The Consultant shall clearly indicate the assumptions or recommendations for sketch-level analyses.

Task 8.2 Scenario Refinement

Develop a refined list of up to three scenarios that are operationally and financially feasible. Criteria to be considered will include conclusions and observations from the sketch-level based analysis; existing and required policies; operational characteristics; available and applicable funding; or other factors developed in consultation with the Transportation Authority. All outstanding questions or issues shall be clearly documented for further development in a future phase, such as the Caltrans project development and/or environmental review process.

Task 8.3 Operations Modeling

Create an operations model to support analysis of up to three refined managed-lane concepts resulting from Task 8.2. This effort will focus on the following subtasks:

- a. Create, calibrate, and validate a freeway operations model (e.g., FREQ) at a level necessary to further analyze potential operational issues or operationally challenging locations previously identified, including weaving and ramp access restriction analysis, bottleneck locations, and other characteristics that potentially impact freeway operations. The geographic extent of the model will be US 101/I-80 from the southern San Francisco County Line to the Bay Bridge and I-280 from US 101 to 6th Street and King Street. Note that for US 101, the model should be able to account for queue spillback effects caused by Bay-Bridge-bound traffic. The model will cover base and near-term future near-term horizon year scenarios in the a.m. and p.m. peak periods, to be determined based on the findings for time-of-day existing freeway performance that will be completed in Task 4. The model's methodology, assumptions, and validation process will be documented.
- b. Use the model to support the preliminary feasibility assessment in Task 5 if needed; and to assist in generating metrics for the travel time and reliability analysis. The model should establish a high-level operational feasibility for the managed-lane scenarios, detailing design elements that appear operationally complex, e.g., that may require managed lanes and general purpose lanes or on- or off-ramps to weave across one another. The analysis must account for the effects of merge and diverge operations, such as the US 101/I-280 junction. The analysis will provide estimates of performance for both managed lanes and general purpose lanes within the corridor. The model will also provide estimates of queuing effects for on-ramps, for the purpose of identifying potential effects to the local network. The model will also provide outputs to inform a reliability analysis.
- c. Analyze the results from the modeling, producing metrics and/or visual displays of transportation performance to support the previous analyses. The metrics to be reported will include those needed to calculate overall travel time and reliability estimates and other metrics as identified under Task 4 Goals and Conditions.
- d. If needed, refine the modeled scenarios and re-test them for transportation performance. Two additional scenario tests can be assumed.

Task 8.4 Pricing Alternatives Assessment

For those refined scenarios that include a price managed lane, the consultant will use the results from this task and Task 7 to produce conceptual level estimates of overall demand, characteristics of travelers using the freeway and freeway alternatives within the corridor, usage of the managed lanes, and revenues generated, if applicable.

Deliverables: Sketch Travel Time and Reliability Technical Memorandum (including Refined Alternative Recommendation); Calibrated, validated operations model; Model results for one no-build and up to three build scenarios, plus two additional refined scenarios if needed; Refined Travel Time and Reliability Technical Memorandum, including data collection summary and operations model results; Pricings Alternatives Assessment Technical Memorandum.

Task 9. Other Management Strategies

This task will conduct a screening process to select and prioritize the freeway and demand management strategies identified in FCMS Phase 1 Visioning for further study. The task will utilize the evaluation framework devised in the Task 4 Conditions Characterization and provide a narrative description of whether and why each strategy considered is recommended for further study. The screening process will prioritize strategies that have proven benefits in a context relevant to San Francisco. Strategies not meeting this criterion will be removed from further consideration. Of the remaining strategies, the process will determine whether the strategy would address the goals and objectives commensurate to its cost and impacts relative to other options. Chronologically, this task will be undertaken concurrently with Task 5 Lane Conversion and Ramp Access Control Feasibility in order to be used as assumptions as needed in Tasks 6, 7, and/or 8.

Deliverables: Freeway Management Strategy Assessment Technical Memorandum.

Task 10. Recommendations and Cost Estimate

This task will produce a set of recommended freeway management strategies to advance for implementation. The task will utilize the evaluation framework as defined in Task 4 Conditions Characterization, supplying the underlying metrics to determine which strategy or strategies best meet the study's overall goals and objectives. Some of these metrics will derive from microsimulation and SF-CHAMP modeling and some will need to be otherwise generated by the consultant. The recommendations will include consideration of public input and the managed-lane and ramp access control scenarios, as well as any other management strategies as identified in Task 9 Other Management Strategies. The task will consider and produce both near-term and long-term recommendations. For each recommended strategy, the study will generate planning level estimates for both capital and operating costs, based on information from similar projects and programs, and also including costs for development phases, financing and program management. For budgeting purposes, assume costing effort to be completed on six strategies.

Deliverables: Recommendation Technical Memorandum, Cost Estimate Technical Memorandum.

Task 11. Implementation Plan

In this task, the study will create an implementation plan for the recommendations. The implementation plan will address, for all recommended strategies and solutions:

- Federally required documentation and approvals

- Caltrans-required documentation and approvals, including development of a project fact sheet and project charter
- Required legislative approvals
- Local agreements, approvals and/or policy actions
- Community process
- Environmental review process
- Conceptual Cost Estimates
- Possible Funding Sources
- Sequencing of Improvements
- Next-phase project design/development
- Other next steps

The task will describe the scopes of these documents and approvals. The task will identify the type of participation (lead, support, approval, etc.) is needed from the involved agencies, including from the Transportation Authority, the SFMTA, SF Public Works, MTC/Bay Area Toll Authority, other county transportation agencies, Caltrans, and the FHWA. The task will also generate a schedule of activities for implementation of the recommendations.

Deliverables: Implementation Plan Memorandum.

Task 12. Final Report

The consultant will produce a final report describing the results of the study process. The report will summarize previous study products, and those previous study products could be included as appendices to the report itself. The consultant will first produce an annotated outline for review with Transportation Authority staff. After adjustments, the consultant will produce a Round 1 report for Transportation Authority and TAC review and comment. The consultant will incorporate Transportation Authority and TAC comments into a Round 2 report. In addition, the report will include an executive summary of approximately 10 pages. Also in this task, the consultant will provide a presentation slide deck summarizing the study, for use in conducting outreach and the Transportation Authority Board approval process.

Deliverables: Annotated Final Report Outline, Round 1 Final Report, Round 2 Final Report, Final Report Presentation Slide Deck.



Memorandum

Date: 07.07.15 **RE:** Finance Committee
July 14, 2015

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

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is seeking consultant services to support the Freeway Corridor Management Study (FCMS) Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies. This work stems from Phase 1 of the FCMS, which documented the project's goals and a range of potential strategies. The Transportation Authority Board adopted the FCMS Phase 1 report in March 2015. Phase 2 will be the performance-based technical analysis of strategies and produce recommended strategies and an implementation plan. On May 8, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning and engineering services for Phase 2 of the project. By the June 8, 2015 deadline, we received four proposals. A review panel comprised of Transportation Authority, San Francisco Municipal Transportation Agency, and California Department of Transportation staff reviewed the proposals and interviewed three firms on June 17, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm, AECOM Technical Services, Inc.

BACKGROUND

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

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

The FCMS is divided in two phases. In March 2015, the Transportation Authority Board unanimously approved the FCMS Phase 1 Report. This report set the foundation for the technical analysis in Phase 2. It described the existing and planned management strategies for US-101 and I-280, proposed a goals-based evaluation framework for the subsequent technical analysis, and identified the range of potential freeway management strategies to be analyzed. Phase 2 will be the performance-based technical analysis of strategies, producing recommended strategies and an implementation plan. The Transportation Authority seeks planning and engineering professional services to support this next phase of work.

DISCUSSION

The purpose of this memorandum is to summarize the procurement process and recommend the award of a two-year contract for planning and engineering services for the FCMS Phase 2 to AECOM Technical Services, Inc. (AECOM). The main objective of this phase of the FCMS is to produce, through a performance-based technical analysis and screening of policy and physical (routing and configuration) alternatives, a recommended freeway corridor management strategy for the City and County of San Francisco and an accompanying implementation plan. The overall project budget for this phase is approximately \$500,000, with approximately \$200,000 from a prior Prop K appropriation for FCMS and \$300,000 from a Caltrans Partnership Planning for Sustainable Transportation grant. Our schedule anticipates completion of initial alternative screening, developing a short list of strategies on which the study will focus by December 2015, and final study completion, including implementation recommendations, in December 2016.

Procurement Process: We issued a Request for Proposals (RFP) for planning and engineering services on May 8, 2015. We held a pre-proposal conference on May 14, 2015, which provided opportunities for small businesses and larger firms to meet and form partnerships. 23 firms attended the conference.

For this contract, we established a Disadvantaged Business Enterprises (DBE) goal of 16%, accepting DBEs certified by the California Unified Certification Program. We took steps to encourage participation from DBE, including advertising in six local newspapers: Nichi Bei Weekly, Small Business Exchange, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, and The Western Edition. We also distributed the RFP to certified DBEs and Local Business Enterprises, the Bay Area and cultural Chambers of Commerce, and the Small Business Council.

By the due date of June 8, 2015, we received four proposals. The review panel consisting of Transportation Authority, the San Francisco Municipal Transportation Agency, and Caltrans staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposers' understanding of project objectives, technical and management approach, and capabilities and experience. The panel interviewed three teams on June 17, 2015. Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of AECOM. The recommended team distinguished itself on the basis of: 1) its strong technical management approach reflecting a clear understanding of study objectives and a strong plan to apply the team's knowledge to move quickly and efficiently through the feasibility screening and technical analysis processes; 2) its capabilities and experiences including the project manager and team members' successful completion of other similar projects, including the I-580 Express Lanes project for the Alameda County Transportation Commission and the I-680 Express Lanes project for the Bay Area Infrastructure Financing Authority; and 3) the team members' ability and previous experience in addressing specific technical questions posed in the RFP, including an analysis of the impact of employee shuttles on managed-lane facilities and successfully providing a robust operations analysis.

All teams' proposals exceeded the 16% DBE goal. The AECOM team has pledged a total DBE utilization of 18% through Asian Pacific-owned, San Francisco-based firm CHS Consulting Group.

ALTERNATIVES

1. Recommend award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract 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 June 24, 2015 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Budget for services identified in this contract will be provided by funds from a Caltrans Partnership Planning for Sustainable Transportation grant as well as Prop K sales tax funds appropriated through Resolution 15-09. The first year's activity is included in the Transportation Authority's Fiscal Year 2015/16 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. San Francisco Freeway Corridor Management Study Phase 2 Scope of Services

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A PARTIAL RELEASE OF THE TRANSPORTATION AUTHORITY'S AGREEMENT FOR QUITCLAIM OF INTEREST IN PORTIONS OF 77-79 NATOMA STREET, 564 HOWARD STREET, AND 568 HOWARD STREET PARCELS TO BE SOLD AS PART OF PARCEL F BY THE TRANSBAY JOINT POWERS AUTHORITY

WHEREAS, The Transbay Transit Center/Caltrain Downtown Extension (TTC/DTX) consists of three interconnected elements: replacing the outmoded terminal with a modern terminal; extending Caltrain 1.3 miles from Fourth and King streets to the new TTC at First and Mission Streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood with 3,000 new homes (35 percent of which will be affordable) and mixed-use commercial development.; and

WHEREAS, Phase 1 consists of the TTC, bus and pedestrian ramps, and the train box and Phase 2 consists of the DTX; and

WHEREAS, Phase 1 is under construction and bus operations in the new Transbay Transit Center are scheduled to start in December 2017 while work on Phase 2 is on hold due to a significant funding gap; and

WHEREAS, The Transportation Authority granted the Transbay Joint Powers Authority (TJPA) Prop K sales tax funds to acquire 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street properties in February 2009 and January 2011 respectively; and

WHEREAS, Each Prop K grant required a Quitclaim Agreement, allowing the transfer of TJPA's interest in these properties to the Transportation Authority if the Transbay Transit Center



was not constructed as planned; and

WHEREAS, Upon funding the acquisition of the aforementioned properties, the Transportation Authority and TJPA entered into Agreements for Quitclaim of Interest to revert the interest in these properties to the Transportation authority if 1) TJPA abandoned the Transbay Transit Center project by a vote of its Board prior to commencement of actual passenger bus service at the project site, or 2) Caltrans filed a written notice of its intent to exercise its Power of Termination to re-take title to the formerly State-owned parcels for failure to construct the project on a timely basis; and

WHEREAS, The intent of the quitclaim agreements is to protect the interests of the funding programs (e.g. Prop K) in the event the project was not completed; and

WHEREAS, The Transportation Authority's reversionary interest in the properties purchased through the grants will expire when the Transbay Transit Center is completed in late 2017; and

WHEREAS, At a special meeting on July 9, TJPA staff presented an anticipated Phase 1 cost increase of \$246.9 million over the current \$1.889 billion budget approved in July 2013; and

WHEREAS, To avoid project delays and further associated cost increases, the TJPA Board is scheduled to adopt a revised Phase 1 budget and full funding plan at its September 2015 meeting; and

WHEREAS, TJPA has proposed a strategy to close the funding gap that includes deferral of the bus storage facility estimated to cost \$19.5 million; the sale of "Parcel F" (described below), which was intended to fund Phase 2 and is anticipated to generate \$160 million; and other potential options to close the remaining \$87.5 million funding gap including redirecting Community Facilities

District funds from Phase 2 to Phase 1; and

WHEREAS, In September 2015, TJPA is planning to conduct an auction of the real estate known as “Parcel F”, which is an aggregation of several parcels which includes all or most of the formerly State-owned Parcel F, acquired from the California Department of Transportation (Caltrans), 75 Natoma and 546 Howard Streets, funded by the Metropolitan Transportation Commission (MTC), portions of 77-79 Natoma (Resolution 08-47) 564 Howard Street (Resolution 14-29) funded by the Transportation Authority, and 568 Howard Street (Resolution 14-29) funded by the Transportation Authority and MTC; and

WHEREAS, Parcel F contains approximately 29,000 square feet of net developable area and is located mid-block between First, Second, Howard, and Natoma Streets, directly across from the new Transbay Transit Center; and

WHEREAS, Maximizing the proceeds from the sale of Parcel F is critical to close the anticipated Phase 1 cost increase and to manage cashflow of anticipated expenditures for the project; and

WHEREAS, TJPA has requested that the Transportation Authority approve the removal of the reversionary language from portions of several properties purchased with Prop K funds (see Attachment 1) prior to the planned sale of Parcel F at a live auction scheduled for September 2, 2015; and

WHEREAS, The anticipated square footage of the Transportation Authority-funded parcels to be incorporated into Parcel F are estimated as 77-79 Natoma (1,380 square feet), 564 Howard ~795 square feet), and 568 Howard (13 square feet); and

WHEREAS, TJPA has asked MTC to take similar action related to its interest in 568



Howard Street, which MTC approved on July 22, 2015; and

WHEREAS, After reviewing the project status, causes of the cost increase and anticipated funding strategy, Transportation Authority staff recommend approval of the TJPA's request, given that maximizing the resale value of Parcel F is critical to close the Phase 1 funding gap, and to manage cashflow of anticipated expenditures for the project; and

WHEREAS, There is no impact on the Transportation Authority's adopted budget by the recommended action; and

WHEREAS, At its June 24, 2015 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

WHEREAS, On July 21, 2015, the Plans and Programs Committee received a project update which focused on the anticipated Phase 1 cost increase and proposed strategy to close the funding gap and at that same meeting also considered and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized to execute a partial release of the Transportation Authority's Agreement for Quitclaim of Interest in portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA.

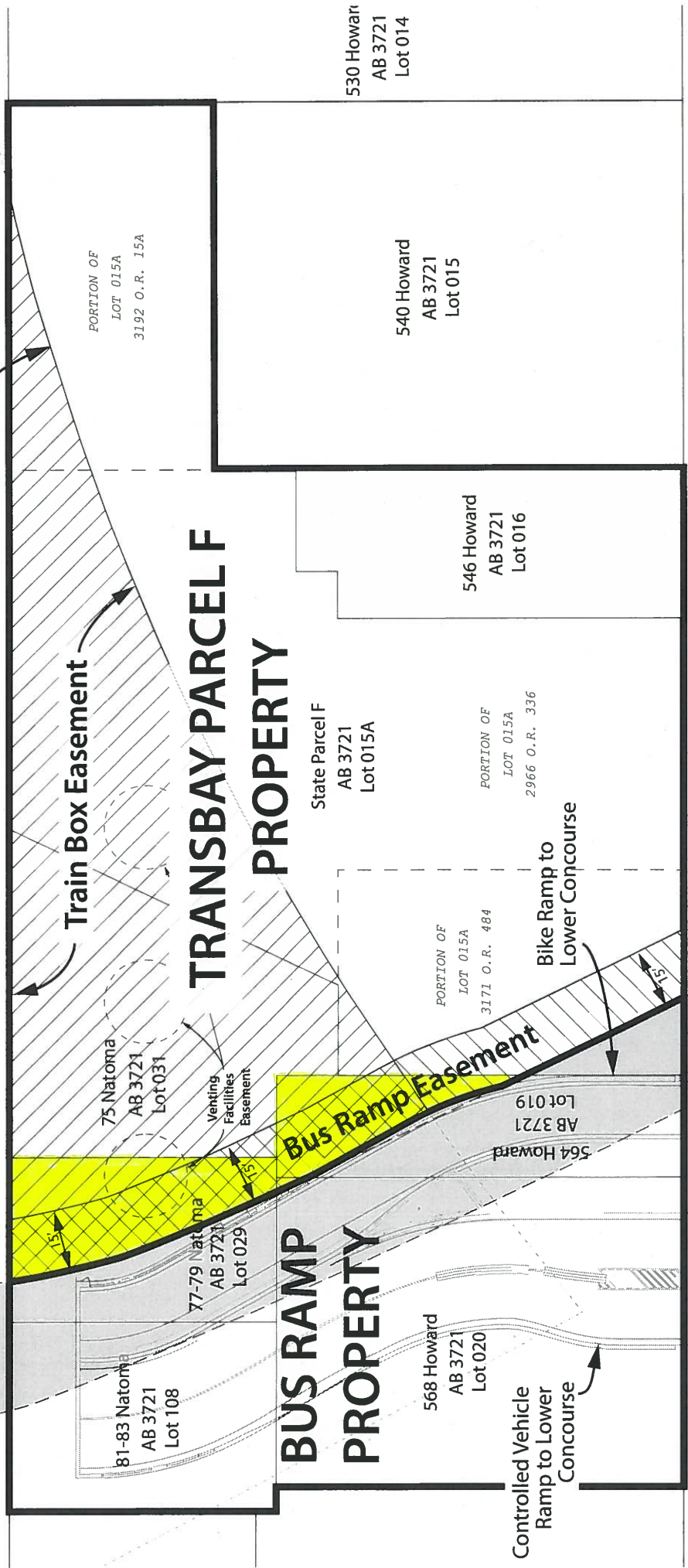
Attachment:

1. Exhibit indicating the locations of the properties that aggregate into a single Parcel F to be auctioned by TJPA in September 2015

Transbay Transit Center

Natoma St

Outside Face of Train Box Shoring Wall

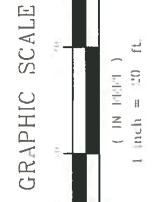


TRANSBAY PARCEL F PROPERTY

BUS RAMP PROPERTY

SITE PLAN PARCEL F PROPERTY

Howard St





Memorandum

Date: 07.14.15 [Revised 07.23.15]

RE: Plans and Programs Committee
July 21, 2015

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

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Authorizing the Executive Director to Execute a Partial Release of the Transportation Authority’s Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels to Be Sold as Part of Parcel F by the Transbay Joint Powers Authority

Summary

The Transportation Authority granted the Transbay Joint Powers Authority (TJPA) Prop K sales tax funds to acquire 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street properties in February 2009 and January 2011 respectively. The Metropolitan Transportation Commission also contributed funds toward 568 Howard Street. Each Prop K grant required a Quitclaim Agreement, allowing the transfer of TJPA’s interest in these properties to the Transportation Authority if the Transbay Transit Center was not constructed as planned. In September 2015, TJPA is planning to conduct an auction of the real estate known as “Parcel F” which includes portions of Transbay Parcel F, 75 Natoma, 546 Howard, and portions of the aforementioned parcels for which the Transportation Authority has a Quitclaim Agreement (See Attachment 1). The consolidation of these parcels into a larger Parcel F will maximize the value and usefulness of the property. Revenues from the sale of Parcel F, which originally were earmarked for Phase 2 (Caltrain Downtown Extension) of the project, will be used to fund construction of Phase 1 once the bridge loan from Goldman Sachs has been repaid. TJPA anticipates the receipt of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in Fiscal Year 2016, and this is part of a strategy to fill an estimated \$246.9 million funding increase in Phase 1 costs over the \$1.899 billion Phase 1 budget approved in July 2013. The estimated budget increase was presented at a special meeting on July 9, with the very active construction market being cited as a key contributing factor. TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. In the meantime, TJPA will be able to obtain more information on costs for bid packages not yet awarded and will continue to refine its strategy to close the funding gap with project partners.

BACKGROUND

The Transbay Transit Center/Caltrain Downtown Extension (TTC/DTX) consists of three interconnected elements: replacing the outmoded terminal with a modern terminal; extending Caltrain 1.3 miles from Fourth and King streets to the new TTC at First and Mission Streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood

with 3,000 new homes (35 percent of which will be affordable) and mixed-use commercial development.

The total program budget is currently estimated at \$4.5 billion in year-of-expenditure dollars. In May 2010, the Transbay Joint Powers Authority (TJPA) Board adopted a \$1.60 billion budget for Phase 1, which consists of the TTC, bus and pedestrian ramps, and the train box, which is the underground portion of the TTC building that will house the Caltrain and high-speed rail station. On July 11, 2013, the TJPA Board approved a revised budget of \$1.899 billion for Phase 1 of the project. This revision was to respond to drastically changed market conditions, modifications necessitated by an updated Risk and Vulnerability Assessment, and resetting contingencies and program reserve at prudent levels. TJPA's funding strategy to cover the cost increase and resulting \$1.899 billion Phase 1 budget involved a combination of value engineering, phasing, identification of funding and financing strategies, and reducing costs by re-bidding the steel superstructure.

Phase 1 is under construction and bus operations in the new Transbay Transit Center are scheduled to start in December 2017. The current estimate for Phase 2 (DTX) is \$2.6 billion. Work on Phase 2 is on hold due to a significant funding gap. TJPA is exploring the feasibility of alternative project delivery options, including Public Private Partnership (P3) as a means to reduce cost and accelerate delivery. The Transportation Authority, the City and County of San Francisco, and other funding partners are working with TJPA to advance strategies to close the funding gap for Phase 2.

TTC/DTX is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. The Expenditure Plan specifies that the TTC and the DTX are to be built as a single integrated project. To date, the Transportation Authority has allocated \$174 million in Prop K funds to the project, in addition to state Regional Improvement Program funds.

DISCUSSION

The purpose of this memorandum is to seek a recommendation from the Plans and Programs Committee to authorize the Executive Director to execute a release of the Transportation Authority's reversionary interest in the 77-79 Natoma Street and 564 and 568 Howard Street parcels to be sold as part of "Parcel F" by TJPA. Parcel F is an aggregation of several parcels. It includes all or most of the formerly State-owned Parcel F, acquired from the California Department of Transportation (Caltrans), 75 Natoma and 546 Howard Streets, funded by the Metropolitan Transportation Commission (MTC), portions of 77-79 Natoma (Resolution 08-47) 564 Howard Street (Resolution 14-29) by the Transportation Authority and 568 Howard Street (Resolution 14-29), funded by the Transportation Authority and MTC. Parcels 81-83 Natoma Street, which were also purchased using Prop K funds are intended to be used by the project and will not be included in the sale of the aggregated Parcel F.

Parcel F contains approximately 29,000 square feet of net developable area. It is located mid-block between First, Second, Howard, and Natoma Streets, directly across from the new Transbay Transit Center. The height limit is generally 750 feet and Parcel F is zoned for at least two-thirds commercial use. Parcel F will have the opportunity to connect to the 5.4 acre rooftop park on the Transit Center by a pedestrian bridge.

Quitclaim Agreements: Upon funding the acquisition of the properties, the Transportation Authority and TJPA entered into Agreements for Quitclaim of Interest to revert the interest in these properties to the Transportation authority if 1) TJPA abandoned the Transbay Transit Center project by a vote of its Board prior to commencement of actual passenger bus service at the project site, or 2) Caltrans filed a written notice of its intent to exercise its Power of Termination to re-take title to the formerly State-owned parcels for failure to construct the project on a timely basis. Thus, the Transportation Authority's

reversionary interest in the properties purchased through the grants will expire when the Transbay Transit Center is completed in late 2017. Caltrans and MTC entered into similar agreements with TJPA for right of way acquisitions which they funded. The intent of the quitclaim agreements is to protect the interests of the funding programs (e.g. Prop K) in the event the project was not completed.

With the first phase of the project nearing completion, scheduled for late 2017, and the opportunity to maximize land sale proceeds by creating a more attractive parcel, TJPA has requested the removal of the reversionary language from portions of several properties purchased with Prop K funds (see Attachment 1). TJPA has requested that the Transportation Authority approve the changes to the Quitclaim Agreements in July so that Parcel F can be sold at a live auction scheduled for September 2, 2015.

Maximizing the proceeds from the sale of Parcel F is critical to close an anticipated Phase 1 cost increase (see below) and to manage cashflow of anticipated expenditures for the project. With respect to the latter, TJPA secured a \$171 million loan through the Transportation Infrastructure Finance and Investment Act (TIFIA) for the implementation of the Transbay Transit Center., anticipated to be received in late 2015 or early 2016. To ensure the project construction stayed on schedule prior to receiving the TIFIA loan disbursement, TJPA negotiated and closed on an interim bridge financing with Goldman Sachs Bank USA and Wells Fargo Securities LLC (Goldman Sachs) in January 2015. To accommodate offering former State-owned Parcel F as partial security for the bridge loan with Goldman Sachs, Caltrans released its Power of Termination over this property at the closing of the bridge loan, and TJPA deposited approximately \$124.5 million into a trust account to be used for project construction. Similarly, MTC released its reversionary interest in the parcels it funded at the close of the bridge loan, except for the 568 Howard parcel. TJPA has asked MTC to release its interest in the 568 Howard parcel. MTC staff has indicated that this action has gone to its Programming and Allocations Committee on July 8 and ~~will be~~ was presented to the full commission for approval on July 22.

Anticipated Phase 1 Cost Increase: At a special meeting on July 9, TJPA staff presented an anticipated Phase 1 cost increase of \$246.9 million over the \$1.899 billion Phase 1 budget approved in July 2013. The staff presentation cites the very active construction market, which is limiting competition and driving up costs as a key contributing factor. TJPA staff have been working with the City and other funding partners, including the Transportation Authority, on a strategy to close the anticipated funding gap. Thus far, that strategy includes land sales (including Parcel F), continued value engineering, scope deferral, and seeking additional funds (e.g. sponsorship, discretionary grants, more funding from the existing Mello-Roos District). TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. Over the next few months, TJPA will be able to obtain more information on costs for several bid packages not yet awarded and will continue to refine a strategy to close the estimated project funding shortfall with project partners.

Another item on the Committee's agenda will provide a project update on the anticipated cost increase and strategy to close the Phase 1 funding gap. We are very supportive of the proposed additions to Parcel F to maximize its resale value and the September auction. We note that while this makes eminent sense as a means of closing the Phase 1 funding gap, the net result is reducing funds that were originally committed to Phase 2. Further tapping into the Mello-Roos funds, if needed, would have the same effect.

ALTERNATIVES

1. Recommend authorizing the Executive Director to execute a partial release of the

- Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA, as requested.
2. Recommend authorizing the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA, with modifications.
 3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefing on this item at its June 24, 2015 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There is no impact on the Transportation Authority's adopted budget by the recommended action. The Quitclaim Agreements were put into place to protect the interests of the Prop K Expenditure Plan in the event that the Transbay Transit Center project is cancelled. As noted above, the Transbay Transit Center is currently under construction and the intent of the recommended action is to maximize revenues available from the sale of Parcel F to fill an anticipated funding shortfall for the Transbay Transit Center.

RECOMMENDATION

Recommend authorizing the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA.

Attachment:

1. Exhibit indicating the locations of the properties that aggregate into a single Parcel F to be auctioned by TJPA in September 2015.



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RESOLUTION APPOINTING JACQUALINE SACHS AND PETER SACHS 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 July 21, 2015 meeting, after careful review and consideration of all candidates' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Jacqueline Sachs and Peter Sachs to serve for a period of two years; now, therefore be it

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

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



Memorandum

Date: 07.15.15 **RE:** Plans and Programs Committee
July 21, 2015

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

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *asc*

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 Eric Rutledge due to his relocation outside of San Francisco and the term expiration of Jacqueline Sachs. Ms. Sachs is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the resignation of Eric Rutledge due to his upcoming relocation outside of San Francisco and the term expiration of Jacqueline Sachs. Ms. Sachs is seeking reappointment. There are currently 24 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 ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
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
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
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
Wells Whitney, Vice Chair	M	C	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 17
John Morrison	M	NP	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	May 15	May 17

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

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 07.15.15)

APPLICANTS

Name	Ethnicity	Gender	District	Neighborhood	Affiliation/Interest
1 Soumya Aleti*	East Indian	F	1	Lone Mountain	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Renee Anderson*	C	F	11	Outer Mission	Disabled, Environment, 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*	C	F	4	Central Sunset	Business, Environment, Neighborhood, Public Policy
6 Aaron Goodman	C	M	11	Lakeside/Parkmerced	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
7 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environment, 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, Environment, 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, Environment, Neighborhood, Public Policy, Senior Citizen
14 Jessica Lunney	C	F	2	Cow Hollow	Business, Environment, Neighborhood, Public Policy
15 Rachel Morgan*	NP	F	3	South of Market	Business, Disabled, Neighborhood, Public Policy
16 Catherine Orland	C	F	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy

Name	Ethnicity	Gender	District	Neighborhood	Affiliation/Interest
17 Glenn Rogers	C	M	7	Ingleside Heights	Business, Disabled, Environment, Labor, Neighborhood, Senior Citizen
18 Jacqueline Sachs	C	F	2	Western Addition	Disabled, Neighborhood
19 Peter Sachs*	NP	NP	4	Outer Sunset	Environment, Labor, Public Policy
20 Deborah Schrimmer	C	F	5	Cole Valley	Neighborhood, Public Policy
21 Daniel Sisson	C/H	M	1	Inner Richmond	Business, Neighborhood, Public Policy
22 Howard Strassner	NP	NP	7	Inner Parkside	Environment, Neighborhood, Public Policy, Senior Citizen
23 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
24 Jeffrey Wood	NP	M	8	Noe Valley	Environment, 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 APPOINTING KEVIN STULL TO THE GEARY CORRIDOR BUS RAPID
TRANSIT CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

WHEREAS, In May 2007, through Resolution 07-64, the San Francisco County Transportation Authority (Transportation Authority) approved the Geary Corridor Bus Rapid Transit (BRT) Study and appropriated Prop K funding for the environmental phase of the project; and

WHEREAS, In February 2008, through Resolution 08-56, and in October 2013, through Resolution 14-27, the Transportation Authority Board respectively established and then expanded the structure for the Geary Corridor BRT Citizens Advisory Committee (GCAC), representing interests along the corridor as well as broader, citywide interests related to the project, to advise the Transportation Authority throughout the environmental analysis; and

WHEREAS, There is currently one vacancy on the GCAC for a representative of the Tenderloin-Downtown area; and

WHEREAS, At its July 21, 2015 meeting, after review and consideration of all applicants' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Kevin Stull to serve on the GCAC for a two-year term; now, therefore, be it

RESOLVED, That the Transportation Authority hereby appoints Kevin Stull to serve on the GCAC for a two-year term; and be it further

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



Memorandum

Date: 07.13.15 **RE:** Plans and Programs Committee
July 21, 2015

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

From: David Uniman – Deputy Director for Planning *D+ll*

Through: Tilly Chang – Executive Director *TC*

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

Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There is one vacant seat on the GCAC for a representative of the Tenderloin-Downtown area. The vacancy is due to the expiration of the term of Richard Marshall, who is not seeking reappointment. Following the issuance of notices seeking applicants to the GCAC, we have received an application from one eligible candidate. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

BACKGROUND

Geary Corridor Bus Rapid Transit (BRT) is one of the signature projects included in the Prop K Expenditure Plan. The Transportation Authority is currently leading environmental analysis for Geary Corridor BRT, in partnership with the San Francisco Municipal Transportation Agency (SFMTA). The environmental analysis will identify the benefits and impacts of BRT alternatives, a preferred alternative, and strategies to mitigate any environmental impacts. Engineering work for this phase entails preparation of designs for project alternatives as needed to clarify potential impacts and support identification of a preferred alternative, as well as development of design solutions for complex sections of the corridor. Because of the detailed nature and significance of the study, the Geary Corridor BRT Citizens Advisory Committee (GCAC) is distinct from the Transportation Authority Citizens Advisory Committee.

Role of the GCAC: The role of the GCAC is to advise Transportation Authority staff throughout the environmental analysis of the Geary BRT project by providing input representative of varying interests along the corridor, as well as broader, citywide interests related to the project. The GCAC currently meets approximately bi-monthly. Specifically, the GCAC members have and will continue to:

- Advise on the study scoping to identify the alternatives for analysis;

- Advise on the selection of a preferred alternative based on project benefits and expected environmental impacts;
- Advise on strategies to mitigate any negative environmental impacts; and
- Advise on strategies for effective outreach and assist with outreach to neighborhoods and other stakeholders.

The Board-adopted structure for the GCAC includes 13 seats. Appointed individuals are to reflect a balance of interests, including residents, businesses, transportation system users, and advocates. Each member is appointed to serve for a two-year term. There is currently one vacant seat representing Tenderloin/Downtown area interests on the GCAC. Former member Richard Marshall's term expired and he is not seeking reappointment due to other time commitments.

DISCUSSION

The purpose of this memorandum is to present the applications received for the open seat on the GCAC and to seek a recommendation to appoint one member to the GCAC for a two-year term.

In February 2008, through Resolution 08-56, the Transportation Authority Board established the structure for the GCAC. In October 2013, the Board increased the number of seats on the GCAC from eleven to thirteen.

The current GCAC membership and structure are shown in the table below:

Geographic Representation	Seats on GCAC	Term Expires	Member(s)
Richmond	3	Apr 2016 Sept 2015 Feb 2017	J. Foerster J. Fong A. P. Miller
Japantown/Fillmore	3	Sept 2015 Jan 2016 Mar 2016	B. Horne R. Hashimoto A. Spires
Tenderloin/Downtown	2	Sept 2015	P. Gallotta <i>Vacant</i>
At-Large	5	Apr 2016 Oct 2015 Sept 2015 Sept 2015 Nov 2016	M. H. Brown P. Chan J. Goldberg J. John W. Parsons

Recruitment: We solicited GCAC applications in June 2015 through the Transportation Authority's website and social media accounts, Commissioners' offices, and an email blast to community members and organizations with interest in the Geary corridor.

Applicant Pool: We received an application from one eligible candidate with affiliation to the Tenderloin district. Attachment 1 provides a matrix summarizing the application, including information about the

applicant's affiliation to and interest in the Geary Corridor BRT project. The applicant was informed of the opportunity to speak on behalf of his candidacy at the July 21, 2015 Plans and Programs Committee meeting. The applicant was advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not make recommendations on these appointments.

ALTERNATIVES

1. Recommend appointment of one member to the GCAC.
2. Defer action, pending additional information or further staff analysis.

CAC POSITION

None. The CAC does not make recommendations on other CACs or appointments to those committees.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend appointment of one member to the GCAC.

Attachments (2):

1. Applicant and Current Member Matrix
2. Application from Kevin Stull

Attachment 1: Geary BRT Citizens Advisory Committee Members and Applicants - July 2015

Member/ Applicant Status	Name	Corridor Relationship / Interest / Affiliation							Residence			Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environ- ment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	District	Neighborhood	Gender
Richmond (3 seats, 0 vacancies)																
Member, term exp. Apr 2016	Margie Hom Brown	x			x		x	Chinese speakers	1	Richmond					F	Chinese
Member, term exp. Sep 2015	Joanna Fong	x		x					1	Richmond				F	Chinese	
Member, term exp. Feb 2017	Angela Paige Miller	x	x		x			Pedestrian, bicycling advocate	1	Inner Richmond		Stanford		F	Caucasian	
Japantown/Fillmore (3 seats, no vacancies)																
Member, term exp. Jan 2016	Richard Hashimoto	part- time	x					Japantown Merchants Association	NA	Vallejo, CA (part-time in W. Addition)	5	Japantown		M	Japanese American	
Member, term exp. Sep 2015	Benjamin Horne	x			x				5	Lower Pac Heights/ Upper Fillmore	3	Union Square/ Lower Pac Heights		M		
Member, term exp. Mar 2016	Austin Spires	x		x					5	Fillmore	6	SOMA		M		
Tenderloin/Downtown (2 seats, 1 vacancy)																
Member, term exp. Sep 2015	Peter Gallotta	x			x			LGBT	6	Tenderloin	6	Civic Center		M		
Applicant	Kevin Stull	x			x			Central City SRO Collaborative; Pedestrian Safety Advisory Committee	6	Tenderloin	6	Tenderloin		M	Caucasian	

Member/ Applicant Status	Name	Corridor Relationship / Interest / Affiliation						Residence		Work		Self-Identified:			
		Resident	Business	Employee	Transit	Environ- ment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
At-Large (5 seats, no vacancies)															
Member, term exp. Oct 2015	Paul Chan	x	x		x					1	Richmond	1	Richmond	M	
Member, term exp. Apr 2016	Jonathan Foerster	x			x					1	Richmond			M	
Member, term exp. Sep 2015	Jonathan Goldberg	x		x	x			SF Beautiful		5	Lower Pac Heights			M	Caucasian
Member, term exp. Sep 2015	Jolsna M John	x								2	Lower Pac Heights			F	South Asian
Member, term exp. Dec 2016	Winston Parsons	x			x	x		Pedestrian and bicycle advocate		2	Inner Richmond/ Jordan Park	6	SOMA	M	



San Francisco County Transportation Authority Application for Membership on the Geary Corridor Bus Rapid Transit Citizens Advisory Committee

Kevin	Stull	Male	White
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
6	Tenderloin	415-378-1628	kstull201281@yahoo.com
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
459 Turk St. #108	San Francisco	CA	94102
STREET ADDRESS OF HOME	CITY	STATE	ZIP
6	Tenderloin	415-775-7110	
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
48 Turk St.	San Francisco	CA	94102
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I am a resident of the Tenderloin neighborhood and District 6. I am a pedestrian safety advocate working for the Central City SRO Collaborative and I also represent District 6 on the Pedestrian Safety Advisory Committee. I am also actively involved in other community issues that affect the Tenderloin neighborhood/

Statement of objectives:

I want to help improve the bus line running along Geary, especially the Tenderloin neighborhood, to make sure it meets the needs of all its residents, visitors and people who work in this area and that it is clean, safe and affordable for all ages.

Please select all categories of affiliation or interest that apply to you:

<input type="checkbox"/>	Business
<input checked="" type="checkbox"/>	Disabled
<input checked="" type="checkbox"/>	Environmental
<input type="checkbox"/>	Labor [TA CAC only]
<input checked="" type="checkbox"/>	Neighborhood
<input type="checkbox"/>	Public Policy [TA CAC only]
<input checked="" type="checkbox"/>	Senior Citizen

What is your relationship to the project area? [Project CACs only]

<input type="checkbox"/>	Bicycling advocate
<input type="checkbox"/>	Business owner
<input type="checkbox"/>	Environmental advocate
<input checked="" type="checkbox"/>	Pedestrian advocate
<input checked="" type="checkbox"/>	Resident
<input type="checkbox"/>	Student
<input checked="" type="checkbox"/>	Transit rider

If you work in the project area, please provide a category below that applies to you (Business Owner/Manager/Employee):

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Kevin Stull

7/7/2015

Name of Applicant

Submit Date

RESOLUTION ALLOCATING \$38,780,932 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$671,920 IN PROP K FUNDS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received ten requests for a total of \$39,452,852 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, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Downtown Extension to Rebuilt Transbay Terminal, Paratransit, Visitacion Valley Watershed, Upgrades to Major Arterials, Traffic Calming, Signals & Signs, Traffic Calming and Transportation Demand Management/Parking Management; 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, Seven of the ten requests are consistent with the Prop K Strategic Plan and/or the 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Geary BRT - Near-Term Improvements (Phase 1), Geary BRT - Full BRT (Phase 2) and Lombard Street US-101 Corridor [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 \$38,780,932 in Prop K funds, with conditions, and appropriating \$671,920 in



Prop K funds for all ten projects; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2015/16 budget to cover the proposed actions; and

WHEREAS, At its June 24, 2015 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

WHEREAS, On July 21, 2015, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Upgrades to Major Arterials and Traffic Calming 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$38,780,932 in Prop K funds, with conditions, and appropriates \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, 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 (4):

1. Summary of Applications Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Fiscal Year 2015/146 Fiscal Year Cash Flow Distribution - Summary

Enclosure:

1. Prop K Allocation Request Forms (10)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging			District	
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested		
Prop K	1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946		\$ 2,596,446	82%	24%	Design	1, 2, 3, 5, 6	
Prop K	1	SFMTA/SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390		\$ 47,300,472	82%	86%	Environmental, Design	1, 2, 3, 5, 6	
Prop K	5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000		\$ 14,794,000	86%	4% for current request; 93% for overall project	Construction	6	
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 21,180,861	27%	52%	Operations	Citywide	
Prop K	27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		\$ 803,798	68%	94%	Planning	10, 11	
Prop K	30	SFCTA	19th Ave Combined City Project	\$ 75,000		\$ 75,000	83%	0%	Design	4, 7	
Prop K	30, 38	SFMTA/SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586		\$ 933,286	67%	31%	Design, Construction	2	
Prop K	33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920		\$ 4,502,080	41%	30%	Construction	2, 5	
Prop K	33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000		\$ 16,275,000	41%	86%	Construction	2, 3, 5, 6	
Prop K	43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000		\$ 380,108	54%	84%	Construction	10	
TOTAL							\$ 39,452,852	\$ -	\$ 108,841,051	62%	63%

Attachment 1: Summary of Applications Received

Footnotes

- ¹ "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).
- ² Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); TJPA (Transbay Joint Powers Authority).
- ³ "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%.
- ⁴ "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 Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	Prop K funds would be used for the conceptual engineering report and final design for the near-term Initial Construction Phase Geary Bus Rapid Transit improvements. Anticipated near-term improvements, which are just preliminary until a Locally Preferred Alternative is selected and environmental clearance is complete, include: colorized bus-only lanes; bus and pedestrian bulb-outs, traffic signal improvements, a road re-design and pedestrian crossing improvements in the Japantown area, right-turn pockets, and bus stop changes to improve operations. These improvements are a subset of those proposed under the full BRT project.
1	SFMTA/ SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	Prop K funds would be used to generate a Conceptual Engineering Report (CER) for the Phase 2 (Full) Geary Bus Rapid Transit (BRT) Project, bringing the engineering design of the project to 30%. BRT improvements include colorized bus-only lanes, new medians, new stations, pedestrian and bus bulbs, traffic signal improvements, right-turn pockets, bus stop changes to improve operations, and pedestrian crossing enhancements. The funds would provide for SFMTA and Public Works staff time to develop the 30% design, including a street survey, curb layouts, identification of related sewer and water utility work, and electrical design for signals and street lights. Funds also provide for SFCTA staff and consultant needs to complete the environmental phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	Requested funds will be used to support Fiscal Year 2015/16 consultant services for Construction Management and Oversight (CMO) (\$7,450,000), Program Management/ Program Controls (PMPC) (\$6,750,000), and Property Management (\$20,000). CMO consultant manages the construction phase of the Transbay Transit Center. PMPC consultant assists TJPA staff in managing the full Transbay Transit Center program. Property management consultant manages TJPA-owned real properties, including 580 Howard Street.
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Prop K funds would provide 48% of the cost of the Paratransit program broker contract in Fiscal Year 2015/16. The broker contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The Fiscal Year 2015/16 Paratransit program budget includes operational changes to reduce passenger trip times on group vans, changes which were advocated for by Commissioner Yee and other stakeholders.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		Prop K funds would fulfill a commitment approved in November 2014 (Res. 15-17) to cover City/County Association of Government of San Mateo County's (C/CAG's) and Peninsula Corridor Joint Powers Board's (Caltrain's) contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). The Study is nearing completion (e.g. final report going to the Board for approval in July). We are requesting appropriation of the funds to fully cover our costs for the study given that we were unsuccessful in securing the funds from Caltrain and C/CAG.
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	SFPW has asked SFCTA staff to provide technical support (in an advisory role) during the design phase to help provide continuity to the project management team as the project transitions from the SFCTA to SFPW lead. The project will implement transit, signal, and pedestrian improvements, along with water and sewer improvements, on 19th Avenue from Lincoln Way to Holloway Avenue. SFCTA's advisory role will coincide with project design, which begins summer 2015 and is anticipated to be completed by December 2016.
30, 38	SFMTA/ SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	Requested funds are intended to match Active Transportation Program funds and will be used to design pedestrian improvements, including curb bulbouts at five intersections. \$33,000 will be used to construct new continental crosswalks and leading pedestrian interval signal timing ahead of the larger project. \$75,000 will be used for Transportation Authority project support. SFMTA and SFPW are coordinating this project with an SFPUC utility project and all work would be complete prior to a Caltrans paving project in 2018.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	Funds will be used to upgrade the signal infrastructure at 29 intersections on the Franklin Street corridor and 3 intersections on the Divisadero Street corridor. Ten of these intersections are WalkFirst locations. Upgrades include new or upgraded wiring, Pedestrian Countdown Signals, Accessible Pedestrian Signals pushbuttons, larger signal heads, poles and mast-arms, signal controllers at the three locations. Design was funded by Prop K and Prop AA. SFMTA will begin construction in September 2015 and all project elements will be open for use by December 2016. See the map of intersections on page 15 of the allocation request form.
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	Sales tax funds will be used to improve traffic signal infrastructure and to enhance transit on-time performance along the Van Ness corridor, between Mission and Bay Streets. SFMTA will upgrade traffic signal equipment including new traffic signal conduits, mast arms, traffic and pedestrian signal heads, accessible pedestrian signals, transit signal priority, and install a new communications network. The project will be implemented as part of the Van Ness Corridor Transit Improvement Project (including Van Ness Bus Rapid Transit) through a Construction Manager/General Contractor contracting method with the anticipated completion date of late 2018.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [N/TIP Capital]	\$ 60,000	\$ -	Prop K funds will leverage Lifeline funds programmed by the SFCTA to improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan (to be considered for adoption by SFCTA Board on June 23), in partnership with the Planning Department and BRIDGE Housing. Construction is anticipated to start in October and be completed by the end of this year.
TOTAL			\$ 39,452,852	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	<p>5YPP Amendment: Our recommendation is contingent upon an administrative 5YPP amendment to reprogram the requested funds from the planning/conceptual engineering phase of the Geary BRT project to the detailed design phase for Phase 1.</p> <p>Special Conditions: Reimbursement is contingent upon execution of a transition plan agreement between the SFMTA and SFCCTA (anticipated July 2015).</p>
1	SFMTA/ SFCCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	<p>Multi-phase (design and environmental phases due to overlap and desire to advance design) and multiple-sponsor allocation/appropriation.</p> <p>5YPP Amendment: The recommended allocation is contingent upon an administrative 5YPP amendment to reprogram \$6,319,470 from the planning/conceptual engineering phase to the Phase 2 detailed design phase and \$471,920 to the environmental review phase.</p>
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	
27	SFCCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000	\$ -	
30	SFCCTA	19th Ave Combined City Project	\$ 75,000	\$ -	
30, 38	SFMTA/ SFCCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	<p>5YPP Amendment: Our recommendation is contingent on a 5YPP amendment to reprogram a total of \$171,586 from the Arterials and Commercial Corridors Track in the Traffic Calming category to Lombard Street US-101 Corridor in Fiscal Year 2015/16, and a 5YPP amendment to reprogram \$475,000 in Fiscal Year 2015/16 funds from Neighborhood Transportation Improvement Program (NTIP); Placeholder to subject project in the Other Upgrades to Major Arterials 5YPP.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	Commitment to Allocate: Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the construction phase of the project (Resolution 15-41).
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000	\$ -	
TOTAL			\$ 39,452,852	\$ -	

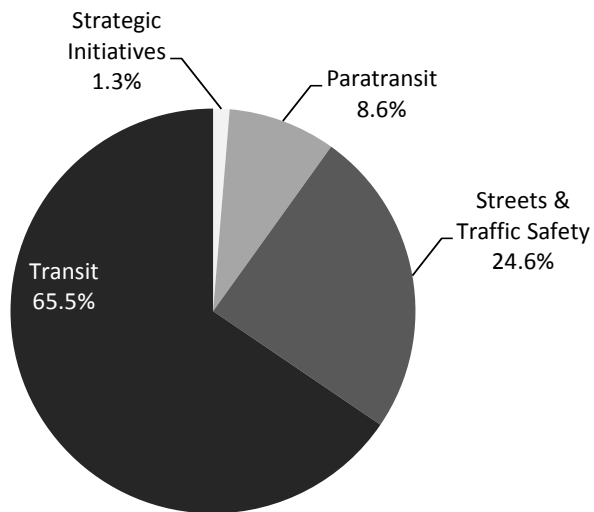
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2015/16**

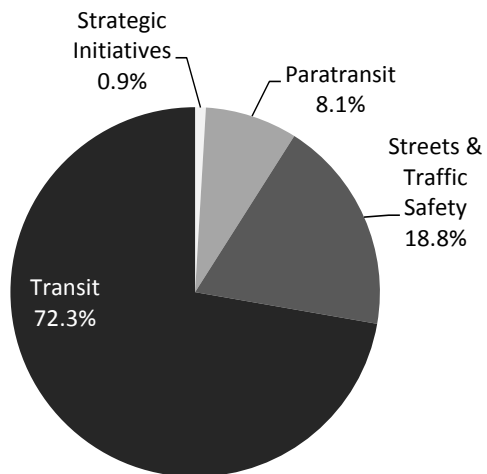
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 74,245,786	\$ 55,430,543	\$ 18,815,243	\$ -	\$ -	\$ -
Current Request(s)	\$ 39,452,852	\$ 32,982,071	\$ 5,720,781	\$ 750,000	\$ -	\$ -
New Total Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: 07.14.15 **RE:** Plans and Programs Committee
July 21, 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 \$38,780,932 in Prop K Funds, with Conditions, and Appropriation of \$671,920 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Plans and Programs Committee. The Transbay Joint Powers Authority (TJPA) is requesting \$14.2 million to support construction management and oversight of the Transbay Transit Center, program management and program controls, and property management of parcels owned by TJPA. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million to fund conceptual engineering and final design of near-term (Phase 1) improvements for Geary Corridor Bus Rapid Transit (BRT) and \$6.8 million for the project's conceptual engineering report (30% design), which includes a \$471,920 appropriation for our environmental review work. SFMTA is also requesting operating funds for the paratransit program; design of pedestrian safety improvements along the Lombard Street corridor (a Neighborhood Transportation Improvement Program (NTIP) project); signal upgrades and related infrastructure improvements at 32 intersections (including 10 WalkFirst locations) in the Franklin and Divisadero corridors; signal upgrades in the Van Ness Avenue corridor including SFgo intelligent transportation system communications infrastructure; and an NTIP project to construct pedestrian safety and transit stop improvements in the Potrero Hill neighborhood. We are requesting an appropriation of \$50,000 to satisfy an existing commitment to allocate to cover Caltrain and San Mateo C/CAG's planned contribution to the study since we've been unsuccessful in securing those funds and the study is nearly complete. Finally, with San Francisco Public Works' (SFPW's) support, we are requesting appropriation of \$75,000 to provide advisory support during the design phase of the 19th Avenue City Combined Project, ensuring continuity and providing technical support as the project transitions to SFPW's lead.

BACKGROUND

We have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Plans and Programs Committee at the July 21, 2015 meeting, for potential Board approval on July 28, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Downtown Extension to Rebuilt Transbay Terminal

- Paratransit
- Visitacion Valley Watershed
- Upgrades to Major Arterials
- Traffic Calming
- Signals & Signs
- Traffic Calming
- Transportation Demand Management/Parking Management

Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from each of these categories except Downtown Extension to Rebuilt Transbay Terminal and Paratransit, both of which are single-project categories programmed directly in the Prop K Strategic Plan.

DISCUSSION

The purpose of this memorandum is to present ten Prop K requests totaling \$39,452,852 to the Plans and Programs Committee and to seek a recommendation to allocate or appropriate the funds as requested.

Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K sales tax 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 is included in the attached Allocation Request Forms.

The allocations include about \$14.2 million in funds for construction management and oversight, program management and program controls, and property management of parcels owned by the Transbay Joint Powers Authority (TJPA) for the Transbay Transit Center project. At the July 9 TJPA Board meeting, staff presented an estimated cost increase of \$246.9 million over the \$1.9 billion Phase 1 budget adopted in July 2013. The increase is largely attributed to the active construction market which is limiting competition and driving up costs. The TJPA Board is anticipated to approve a revised budget and a plan to close the Phase 1 funding gap in September 2015. Additional information is provided in other items on the Committee's agenda, including the partial release of the agreement for Quitclaim of Interest (Item #4) and the major capital projects update on the Transbay Transit Center and Downtown Extension (Item #10).

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

Representatives from sponsor agencies will be in attendance at the Plans and Programs Committee meeting to answer questions.

ALTERNATIVES

1. Recommend allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested, with modifications.

3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its June 24, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$38,780,932 and appropriate \$671,920 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for a total of ten requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The FY 2015/16 Prop K Allocation Summary (Attachment 4) shows the total approved FY 2015/16 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 FY 2015/16 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

Adopt a motion of support for the allocation of \$38,780,932 in Prop K Funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

1. Prop K Allocation Request Forms (10)

RESOLUTION ADOPTING THE FINAL REPORT OF THE CHINATOWN
NEIGHBORHOOD TRANSPORTATION PLAN

WHEREAS, The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood; and

WHEREAS, The NTP was funded by the Proposition K half-cent sales tax for transportation, and the Metropolitan Transportation Commission's Community-Based Transportation Planning program, which directs planning funds to low-income and minority communities to help them build consensus on transportation issues and identify solutions to address high-priority needs; and

WHEREAS, The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets; and

WHEREAS, Community outreach conducted during the study revealed two top community objectives for improving transportation conditions in Chinatown, which included reducing traffic volumes and improving pedestrian safety on Broadway Street, and improving pedestrian safety on Kearny Street; and

WHEREAS, Both Broadway and Kearny Streets are high injury corridors (HICs) designated through the city's Vision Zero initiative, which seeks to eliminate traffic fatalities in San Francisco by 2024; and

WHEREAS, On Broadway Street, the Final Report identified safety improvements that will be constructed for each intersection on Broadway by 2016, and recommended that additional signal timing measures including leading pedestrian intervals be considered to further enhance pedestrian



safety on Broadway between Van Ness and Columbus Avenues and provides implementation recommendations; and

WHEREAS, On Kearny Street, the study examines existing conditions between Bush and Jackson Streets and recommends spot intersection pedestrian safety improvements as well as several concepts for improving safety throughout the corridor; and

WHEREAS, For Kearny Street, the study recommends that the San Francisco Municipal Transportation Agency (SFMTA) implement immediate pedestrian safety measures at the intersection of Kearny and Clay Streets and develop recommendations for improving safety along the entire corridor through a series of pedestrian scrambles, a road diet, systematic signal timing and striping treatments, or similar measures that would eliminate pedestrian injuries and fatalities while meeting other objectives for the street including implementation of Muni Forward and SFMTA Bicycle Strategy; and

WHEREAS, Adoption of the NTP's Final Report was accelerated at the request of Commissioner Christensen to address the need for urgency in implementing safety treatments on Kearny Street, particularly in light of a recent fatality at the intersection of Kearny and Clay Streets; and

WHEREAS, On July 21, 2015, the Plans and Programs Committee reviewed and unanimously recommended approval of the NTP's Final Report; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Chinatown Neighborhood Transportation Plan Final Report; and be it further

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

Enclosure:

1. Chinatown Neighborhood Transportation Plan Final Report



Memorandum

Date: 07.13.15 **RE:** Plans and Programs Committee
June 21, 2015

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

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Adoption of the Chinatown Neighborhood Transportation Plan Final Report

Summary

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by Prop K sales tax and the Metropolitan Transportation Commission's Community-Based Transportation Planning program. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets. On Broadway Street, the study finds that safety improvements are planned for each intersection between Van Ness Avenue and Columbus Street, and will be delivered within the next two years. The study encourages consideration of additional changes to signal timing to further enhance pedestrian safety. On Kearny Street, the study recommends immediate implementation of near-term pedestrian safety treatments at the intersection of Clay and Kearny Streets, where an elderly pedestrian was killed in June. It also recommends that the San Francisco Municipal Transportation Agency (SFMTA) identify and implement a plan for improving safety all along the corridor, which is in the top 10 percent of pedestrian high injury corridors in the city. For Kearny Street, the study recommends that SFMTA consider a series of pedestrian scrambles, a road diet, or systematic signal timing and striping treatments to eliminate pedestrian injuries and fatalities while meeting other objectives for the street including implementation of Muni Forward and the SFMTA Bicycle Strategy. Commissioner Christensen requested that we accelerate adoption of this report to address the need for urgency in implementing safety treatments on Kearny Street. We are working with her office and SFMTA to explore the possibility of Neighborhood Transportation Improvement Program funding to advance implementation of some of the study's recommendations. SFMTA staff will attend the Plans and Programs Committee meeting to discuss how existing and planned SFMTA efforts will build upon the report's recommendations.

BACKGROUND

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by the Proposition K half-cent sales tax for transportation, and the Metropolitan Transportation Commission's Community-Based Transportation Planning program, which directs planning funds to low-income and minority communities to help them

build consensus on transportation issues and identify solutions to address high-priority needs. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets.

DISCUSSION

Community outreach conducted during the study revealed two top community objectives for improving transportation conditions in Chinatown. These included reducing traffic volumes and improving pedestrian safety on Broadway Street, and improving pedestrian safety on Kearny Street. Both Broadway and Kearny Streets are high injury corridors (HICs) designated through the city's Vision Zero initiative, which seeks to eliminate traffic fatalities in San Francisco by 2024. High injury corridors are street segments with very high concentrations of traffic related injuries and fatalities. High injury corridors make up just 12 percent of San Francisco street miles but encompass more than 70 percent of severe and fatal traffic collisions.

On Broadway Street, the study evaluates several concepts for reducing traffic volumes and improving pedestrian safety between Van Ness and Columbus Avenues and provides implementation recommendations. On Kearny Street, the study examines existing conditions between Bush and Jackson Streets and recommends spot intersection pedestrian safety improvements as well as several concepts for improving safety throughout the corridor.

Broadway Street

Existing Conditions: Since the construction of the Robert C. Levy (Broadway) Tunnel in 1952, Broadway Street has served as a key conduit for commuter traffic from both inside San Francisco and regionally. Broadway Street east of the tunnel is also one of Chinatown's main streets, serving several schools and senior centers like the Jean Parker Elementary School and Chinatown Community Development Center's Bayside Elderly Housing.

Over the years, the community has worked to transform Broadway Street from a high-traffic arterial roadway to a more pedestrian-friendly environment that reflects the community character and promotes safety for Chinatown's large and vulnerable elderly population. Community outreach revealed that the community remains concerned about high traffic volumes on Broadway Street, and particularly concerned about the potential impacts of high traffic volumes on pedestrian safety. To address these concerns, the NTP investigated existing conditions on Broadway Street, focusing on traffic patterns and pedestrian safety; developed several concepts for meeting community goals for reduced traffic volumes on Broadway Street; and evaluated them according to an evaluation framework that included both community goals and other technical objectives developed by the study team.

Recommendations: The review found that each high pedestrian-injury intersection on Broadway Street between Van Ness and Columbus Avenues is already slated to receive pedestrian safety treatments within the next two years, such as high visibility crosswalks (Columbus Avenue, Stockton Street, Polk Street), bulbouts (Columbus Avenue, Stockton Street, Powell Street, and Polk Street), a protected southbound left turn lane at Broadway and Van Ness Avenue, among others. The review recommends that the San Francisco Municipal Transportation Agency (SFMTA) consider implementation of additional signal timing changes such as leading pedestrian intervals along the corridor to augment benefits for pedestrian safety. It further recommends that Broadway Street be closely monitored to ensure that the planned safety treatments deliver expected reductions in pedestrian injuries and fatalities.

Kearny Street

Existing Conditions: Kearny Street has the worst pedestrian safety record of any street in Chinatown. According to analysis prepared by the Department of Public Health, Kearny Street from Market to Pacific Streets is in the top ten percent of pedestrian high injury corridors citywide, ranked on the basis of severity-weighted injuries per mile. Top pedestrian safety issues on Kearny Street are high vehicle speeds, unsafe turning movements (particularly right turns), insufficient pedestrian crossing time, and unsafe pedestrian behavior. In addition to these issues, dual turn lanes at Bush and Pine streets and at the entry and exits to the Portsmouth Square garage may be reducing the visibility of pedestrians to turning vehicles.

The intersections of Kearny Street with Sacramento and Clay Streets stand out for their poor pedestrian safety records. The intersection of Kearny and Sacramento Streets has seen the most severe injuries, with one severe injury and one fatality from 2007 to 2012. Treatments to improve this intersection are already planned as part of the city's Vision Zero process. The intersection of Kearny and Clay Streets has seen the highest number of total injuries, including seven pedestrian injuries during the same period. Additionally, several community members mentioned the intersection of Kearny and Clay Streets as being of particular concern for pedestrian safety during community outreach.

Recommendations: To address these issues, the study recommends immediate implementation of pedestrian safety treatments at the intersection of Kearny and Clay Streets, to include:

- Leading pedestrian intervals (LPIs) on the east/west crossings (LPIs were already in place on the north and south crossings). Leading pedestrian intervals give crossing pedestrians a head start before vehicles begin to turn, and can reduce collisions involving pedestrians and turning vehicles.
- Advanced limit line at northbound Kearny Street. Advance limit lines encourage motorists to come to a full stop farther away from the marked crosswalk and can reduce the number of vehicles encroaching on the crosswalk.
- Extended red no-parking zones and a no left turn on red for eastbound Clay Street. Restricting turns on red will reduce conflicts between left-turning vehicles and crossing pedestrians.
- Improve pedestrian and vehicular circulation around the Portsmouth Square Garage in order to enhance pedestrian safety and reduce driver confusion regarding garage driveway operations.

Eliminating all severe injuries and deaths along Kearny Street, consistent with the city's Vision Zero policy, will require comprehensive corridor-wide improvements beyond the spot improvements at Clay and Sacramento Streets. To this end, SFMTA will be moving forward this summer with an analysis of all transportation modes with the goal of developing recommendations to improve conditions for all people using Kearny Street. The following three pedestrian safety improvement concepts are recommended for analysis during the next phase. These will need to be considered in conjunction with other corridor issues including slow Muni speeds and high concentrations of bicyclist injuries.

- **Pedestrian scrambles:** One concept would be to implement pedestrian scrambles at a series of intersections along the corridor, similar to how portions of Montgomery and Stockton Streets are designed today. Several community members requested pedestrian scrambles for the corridor during public outreach. Pedestrian scrambles involve creating an exclusive signal phase in which pedestrians can cross in all directions while vehicles wait. If pedestrians and vehicles understand and obey the scramble phase, the scramble can eliminate conflicts between pedestrians and turning vehicles. Scrambles can sometimes increase delay for transit and vehicles, but the amount of delay would need to be quantified with an operations analysis. Scrambles may require new signal hardware (e.g. signal poles and heads) and may trigger the need for curb ramp upgrades.

- **Road diet:** Another concept would be to remove a travel lane and repurpose the space for some other use, such as a protected bicycle lane or transit-only lane. This could improve pedestrian safety by reducing vehicle speeds due to lower vehicle throughput capacity and by reducing pedestrian exposure for pedestrians crossing the street. Depending on how the lane was repurposed, the road diet could provide a protected lane for bicyclists, improve transit performance, or enhance the pedestrian environment. Reduced capacity would likely increase delay to vehicles and transit, unless transit was provided with a protected lane or other transit priority features. The delay impacts would need to be quantified through an intersection operations analysis.
- **Systematic signal timing and striping treatments:** A final concept would be to systematically implement signal timing and striping treatments along the Kearny Street corridor including leading pedestrian intervals, retimed corridor signal progression to reduce traffic speeds, re-striped continental crosswalks, removal of dual turn lanes, and creation of temporary painted safety zones. This approach would require little to no new infrastructure and therefore could be implemented quickly at a low cost. By combining systematic implementation of leading pedestrian intervals with slowing signal progression, it would also help address two of the top contributors to pedestrian injuries on the corridor, namely conflicts between pedestrians and turning vehicles, and high vehicle speeds.

SFMTA will be analyzing these or other alternatives to determine which will best meet the agency's multiple objectives for the corridor including implementation of the Muni Forward initiative, Walkfirst, and the SFMTA Bicycle Strategy. Kearny Street is identified as a priority corridor under all three initiatives.

ALTERNATIVES

1. Recommend adoption of the Chinatown Neighborhood Transportation Plan Final Report, as requested.
2. Recommend adoption of the Chinatown Neighborhood Transportation Plan Final Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

Adoption of this final report was accelerated at the request of Commissioner Christensen to address the need for urgency in implementing safety treatments on Kearny Street, particularly in light of a recent fatality at the intersection of Kearny and Clay Streets. This item has not yet been considered by the CAC but will be included on the CAC's September 2 agenda.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend adoption of the Chinatown Neighborhood Transportation Plan Final Report.

Enclosure:

1. Draft Chinatown Neighborhood Transportation Plan Final Report

RESOLUTION ADOPTING THE FINAL REPORT OF THE GENEVA-HARNEY BUS
RAPID TRANSIT FEASIBILITY STUDY

WHEREAS, The Geneva-Harney Bus Rapid Transit Feasibility Study (Study) is the result of a bi-county planning effort along the San Francisco-San Mateo County line, funded by a California Department of Transportation Planning grant and the Transportation Authority's Proposition K sales tax program; and

WHEREAS, The technical team, led by the Transportation Authority, was comprised of multiple city and county agencies in both San Mateo and San Francisco counties; and

WHEREAS, The Study assessed bus rapid transit (BRT) feasibility and multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region; and

WHEREAS, The corridor of focus for the Study extended from Balboa Park Bay Area Rapid Transit (BART)/Muni Station in the west to Hunters Point Shipyard in the east, including connections to the Bayshore Caltrain Station and Muni T-Third line at Sunnydale and Arleta stations; and

WHEREAS, The project team based its outreach strategy on the awareness of the extensive outreach already undertaken with many community groups and leaders (including the Hunters Point Citizens Advisory Committee and its subcommittees) that asserted the need for BRT and shaped its eastern segment; and

WHEREAS, Building on this, the team helped create the Geneva-Harney Bus Rapid Transit Community Advisory Committee (GHCAC), represented resident, workers and business interests along the bi-county corridor with representatives from residents in both San Francisco and San Mateo Counties; and



WHEREAS, Outreach efforts began in the summer of 2014 with initial stakeholder meetings, followed by a second round of outreach conducted from October to November 2014 and a final round of outreach conducted in April 2015; and

WHEREAS, As the findings and recommendations were presented to various community residents, business, and property owners, and as facilitated through the GHCAC meetings, a consistent set of feedback and concerns were expressed which were considered within the context of this Study and will be taken into account during future stages such as environmental review and preliminary design; and

WHEREAS, The Study developed and analyzed near-term alternatives using an evaluation framework approved by the GHCAC; and

WHEREAS, The Study found that the proposed Geneva-Harney BRT project closes a key rapid transit gap in the network; and

WHEREAS, While all BRT options are feasible, further refinement is needed before selection, particularly in the eastern segment; and

WHEREAS, Given the variation on the character and impact of alternatives, particularly in the eastern-most section of the study area, the Study's Final Report outlines the factors that will require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before a specific alternative can be recommended for implementation; and

WHEREAS, On June 25, 2015, the GHCAC unanimously adopted a motion of support for the Study's Final Report; and

WHEREAS, On July 21, 2015, the Plans and Programs Committee reviewed and unanimously recommended approval of the Study's Final Report; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report; and be it further

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

Enclosure:

1. Geneva-Harney Bus Rapid Transit Feasibility Study Final Report



Memorandum

Date: 07.13.15 **RE:** Plans and Programs Committee
July 21, 2015

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

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report

Summary

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County line with a bus connection to key regional transit system hubs in the Geneva-Harney Corridor, connecting Balboa Park BART/Muni Station, Bayshore Caltrain Station, Muni T-Third at Sunnysdale and Arleta, and a future transit center in Hunters Point. The Geneva-Harney BRT Feasibility Study focused on determining feasible routing and configuration options for a near-term project that heralds the long-term investment in a major new growth Corridor. This bi-county, multi-agency effort developed three near-term full-feature BRT alternatives that deliver dedicated transit lanes, transit signal priority, and pedestrian access improvements to the Geneva Corridor. Each near-term option would reduce end-to-end travel time by as much as 15 minutes over today (a 30% improvement), increase ridership by as much as 8%, and provide opportunities for improved pedestrian and bicycle facilities, all with little to no reduction in motorist delay. While this demonstrates clear options for a feasible near-term BRT project, there is a fair amount of variation on the character and impacts of alternatives, particularly in the eastern most section of the study area. As such, the study report details the factors that require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before recommending a specific alternative for implementation. The pre-environmental phase of work is expected to begin as early as fall 2015, led by the San Francisco Municipal Transportation Agency in coordination with bi-county multi-agency partners.

BACKGROUND

The Geneva-Harney Bus Rapid Transit Feasibility Study is the result of a bi-county planning effort along the San Francisco-San Mateo County line. It was funded by a California Department of Transportation Planning grant and the Transportation Authority's Proposition K sales tax program. The technical team, led by the Transportation Authority, was comprised of multiple city and county agencies in both San Mateo and San Francisco counties. A project community advisory committee represented residents, workers, and other interests along the bi-county corridor. The study assessed bus rapid transit feasibility multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region. The final recommendations identify feasible near-term alternatives for further study.

DISCUSSION

Project Site and Existing Conditions: The corridor of focus for this study extends from Balboa Park Bay Area Rapid Transit (BART)/Muni Station in the west to Hunters Point Shipyard in the east, including connections to the Bayshore Caltrain Station and Muni T-Third line at Sunnydale and Arleta stations. The Study Corridor was split into three segments for planning and analysis purposes: the Western Segment runs on Geneva Avenue from Balboa Park BART to Santos Street; the Central Segment follows Geneva Avenue from Santos Street to Bayshore Boulevard; and the Eastern Segment includes Bayshore Boulevard, the neighborhood of Little Hollywood and the Brisbane Baylands redevelopment site. Geneva Avenue is a major east-west artery connecting the City of San Francisco, City of Daly City, and City of Brisbane to regional transit, US 101, and I-280. The Corridor is ethnically and socioeconomically diverse. Current land use includes lower density residential neighborhoods and several distinct neighborhood commercial districts.

While the neighborhoods on Geneva Avenue are mature and have already been built out, the Corridor is anticipated to host major new developments at the eastern and western ends. Existing transit service is provided by a host of operators, including Muni, SamTrans, BART, Caltrain, and community-based and first/last mile shuttles. While portions of the Corridor are transit rich, there remains an east-west connectivity gap, which is a primary need for this project. East-west travel demand will increase dramatically above today's levels as major new developments come online. Based on the existing conditions analysis, average transit speed by route varies widely along the Corridor demonstrating that certain segments incur significant congestion that affect operational efficiency and reliability and further the need for BRT.

Public Outreach: The project team based its outreach strategy on the awareness of the extensive outreach already undertaken with many community groups and leaders (including the Hunters Point Citizens Advisory Committee and its subcommittees) that asserted the need for BRT and shaped its eastern segment. Building on this, the team helped create the Geneva-Harney Bus Rapid Transit Community Advisory Committee (GHCAC), with representatives from residents in both San Francisco and San Mateo Counties. Assisted by this GHCAC, the team undertook a robust outreach effort to ensure that the community was notified about the study, that a diverse group of people participated in engagement efforts, and that public comments were incorporated into the final recommendations of the Study. Outreach efforts began in the summer of 2014 with initial stakeholder meetings. A second round of outreach was conducted in October and November 2014, and a final round of outreach was conducted in April 2015. The GHCAC presided over extensive publicly-noticed community discussions and presentations, used as a public forum, and supplemental points of community discussion were provided with the support of the Hunters Point CAC as well as through public meetings led by the project team itself. As the findings and recommendations were presented to various community residents, business, and property owners, and as facilitated through the GHCAC meetings, a consistent set of feedback and concerns were expressed which were considered within the context of this Study and will be taken into account during future stages such as the environmental review and preliminary design. Little Hollywood and Visitation Valley residents, along with many members of the GHCAC, expressed opposition to the baseline and BRT alternatives that route through Little Hollywood on Blanken and Lathrop Avenues due to concerns about bus frequency and related impacts of safety, congestion, and noise, the likelihood that the San Francisco Municipal Transportation Agency (SFMTA) would remove on-street parking to facilitate bus circulation, and the conversion of two-way streets to one-way streets.

Previous Planning Efforts: Geneva Avenue has been routinely identified as a high-priority transit improvement corridor in planning and policy studies by the City/County of San Francisco and partner

agencies in San Mateo County. The following studies identify Geneva-Harney BRT as an essential element of improved transit service in the area and guide the project purpose and bolster the project need: Visitacion Valley/Schlage Lock Plan (San Francisco Planning Department, 2014), Bayview Transportation Improvements Project (San Francisco Public Works, 2013), San Francisco Transportation Plan 2040 (Transportation Authority, 2013), Plan Bay Area (Metropolitan Transportation Commission, 2013), Bi-County Transportation Study (Transportation Authority, 2013), Daly City General Plan (City of Daly City, 2013), Bicycle and Pedestrian Master Plan (City of Daly City, 2013), Bayshore Intermodal Station Access Study (Transportation Authority, 2012), Candlestick Point and Hunters Point Shipyard Phase II Transportation Plan (San Francisco Redevelopment Agency (Office of Community Investment and Infrastructure) and Fehr & Peers 2010), Brisbane Baylands Specific Plan (Universal Paragon Corporation, 2011), Transit Effectiveness Project (SFMTA, 2009), Bayshore Community-Based Transportation Plan (City/County of Associated Governments, 2008), and Countywide Transportation Plan (Transportation Authority, 2004).

Study Findings: The Study found that the proposed Geneva-Harney Bus Rapid Transit project closes a key rapid transit gap in network. The new connection provides a 30-40% travel time reduction over today. Transit improvements lead to increased ridership (6-8% increase over the baseline), and bicycle improvements on the corridor provide a new direct connection for bicyclists. Additional findings include determination that the impact of the lane conversion on Geneva (as part of Muni Forward) are less than expected. While all BRT options are feasible, further refinement is needed before selection, particularly in the eastern segment. Substantial trade-offs between the Blanken Avenue & Beatty Avenue options include direct access to Caltrain versus direct route between east and west of corridor, better transit reliability versus a change in community roadways, substantial community concern with couplet options, the timeline for vacation or replacement of Beatty Avenue in the context of a 15-20 year investment, and the magnitude of heavy truck traffic and potential conflicts between trucks and bus rapid transit.

Study Recommendations: The Study developed and analyzed the near-term alternatives using an evaluation framework approved by the GHCAC. Given the variation on the character and impact of alternatives, particularly in the eastern-most section of the study area, the study report outlines the factors that will require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before a specific alternative can be recommended for implementation.

Table 1: Near-Term Alternatives

	Geneva Avenue	Bayshore	Little Hollywood
Alternative 1	4-Lane General Purpose/Side Running BRT	4-Lane General Purpose/Side Running BRT	Blanken/Lathrop Couplet Option 1
Alternative 2	2-Lane General Purpose/Center Running BRT	4-Lane General Purpose/Side Running BRT	Blanken/Lathrop Couplet Option 2
Alternative 3	2-Lane General Purpose/Center Running BRT	4-Lane General Purpose/Side Running BRT	Beatty

ALTERNATIVES

1. Recommend adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report, as requested.
2. Recommend adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

None. This item was included on the CAC's June 24, 2015 agenda as an information item. The Geneva-Harney BRT CAC met on June 25 and unanimously recommended adoption of the final report.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report.

Enclosure:

1. Draft Geneva-Harney Bus Rapid Transit Feasibility Study



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TSP

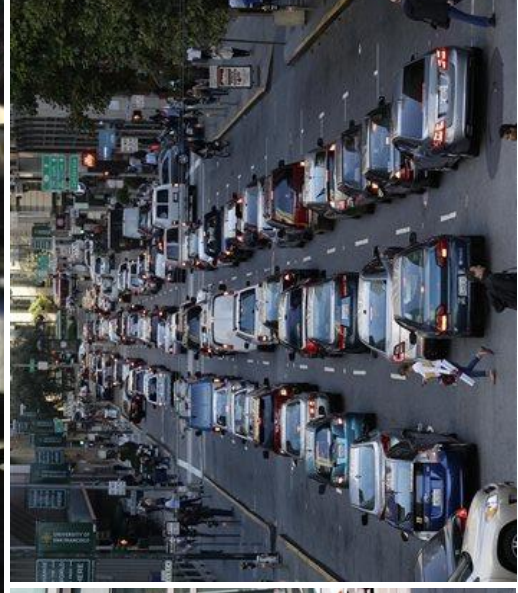
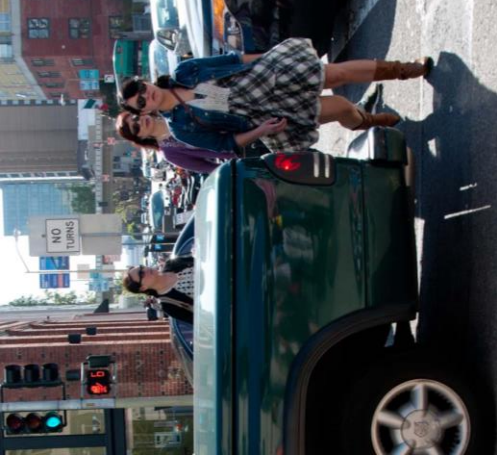
Transportation Sustainability Program

Photo: Sergio Ruiz



San Francisco is a popular place to work, live and visit, straining the existing transportation network

- Roads and transit vehicles nearing capacity in some areas
- Lifestyle preferences and new infrastructure have contributed to increases in cycling and walking, even in less-than-ideal conditions

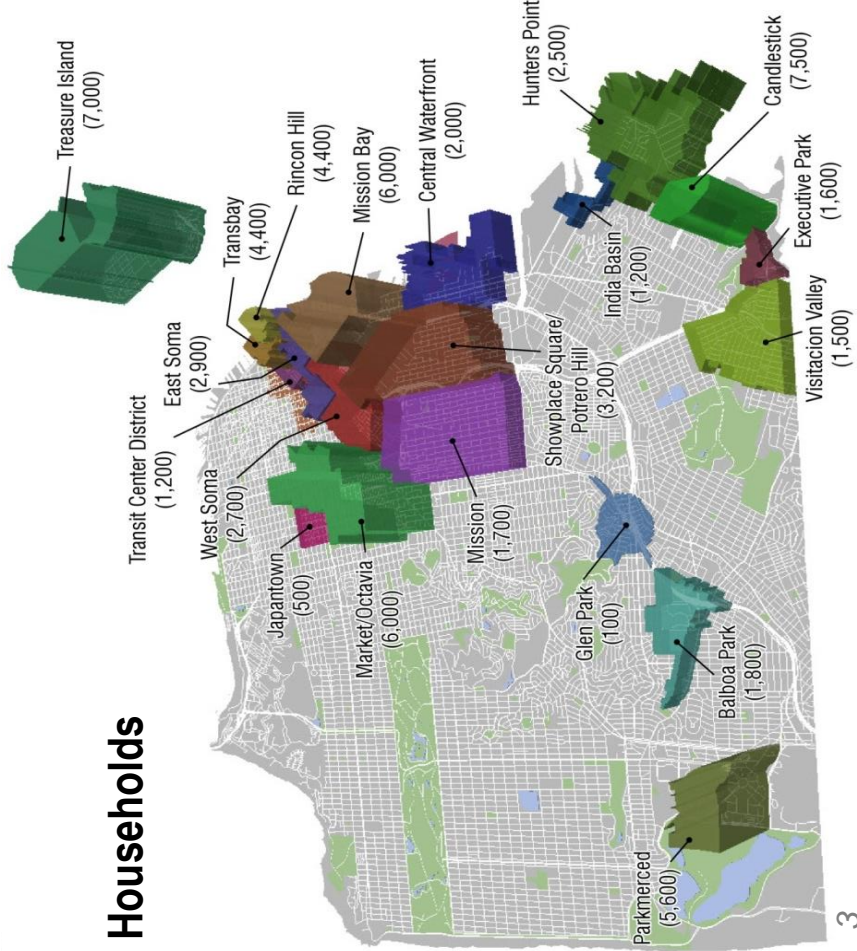


HOW DO WE GROW SUSTAINABLY?

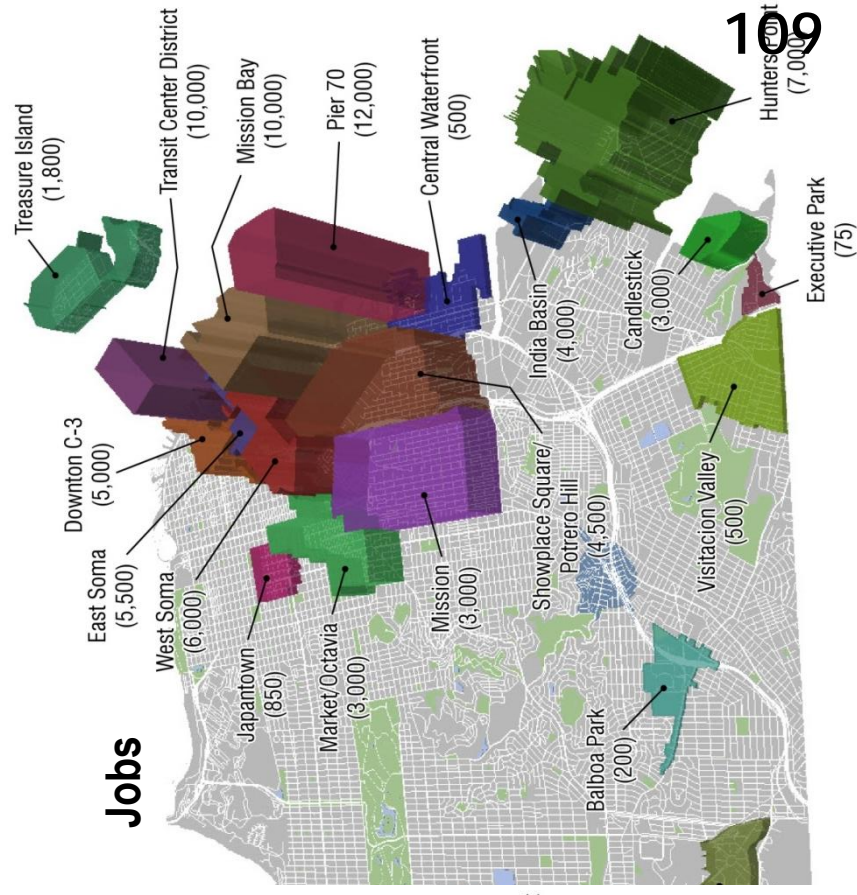
By 2040: **100,000+** new households
190,000+ new jobs

40% of housing projections
 already in pipeline

Households



Jobs





WE NEED A COMPREHENSIVE APPROACH TO ADDRESS THESE CHALLENGES....

Public investment for existing and future population underway

- Transit capital and operational investments (Central Subway, Muni Forward, BRT, DTX, etc.)
- Bicycle infrastructure (protected lanes, parking, etc.)
- Pedestrian safety (Vision Zero, Walk First, etc.)
- Demand Management (bike sharing, shuttles, citywide TDM, etc.)

New development contribution

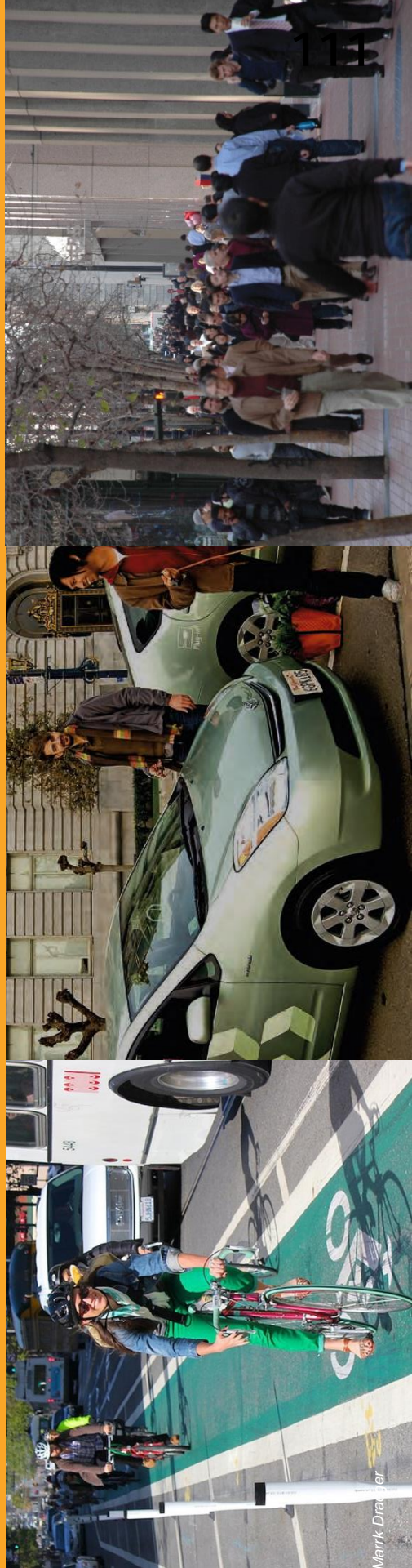
- Transportation Sustainability Program



TRANSPORTATION SUSTAINABILITY PROGRAM



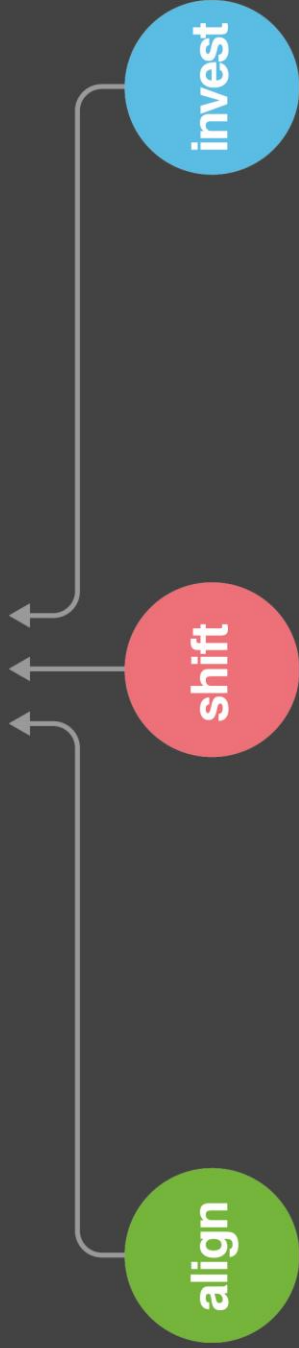
*Keeping people moving
as our city grows*



TRANSPORTATION SUSTAINABILITY PROGRAM



Keeping people moving as our city grows



MODERNIZE ENVIRONMENTAL REVIEW



More meaningful transportation analysis that better captures environmental effects

ENCOURAGE SUSTAINABLE TRAVEL



On-site transportation amenities that reduce reliance on driving

ENHANCE TRANSPORTATION TO SUPPORT GROWTH



Development fee to help fund transit and safer streets



MODERNIZE ENVIRONMENTAL REVIEW

OUTCOMES OF CEQA REFORM

Goodbye LOS...Hello VMT!

align



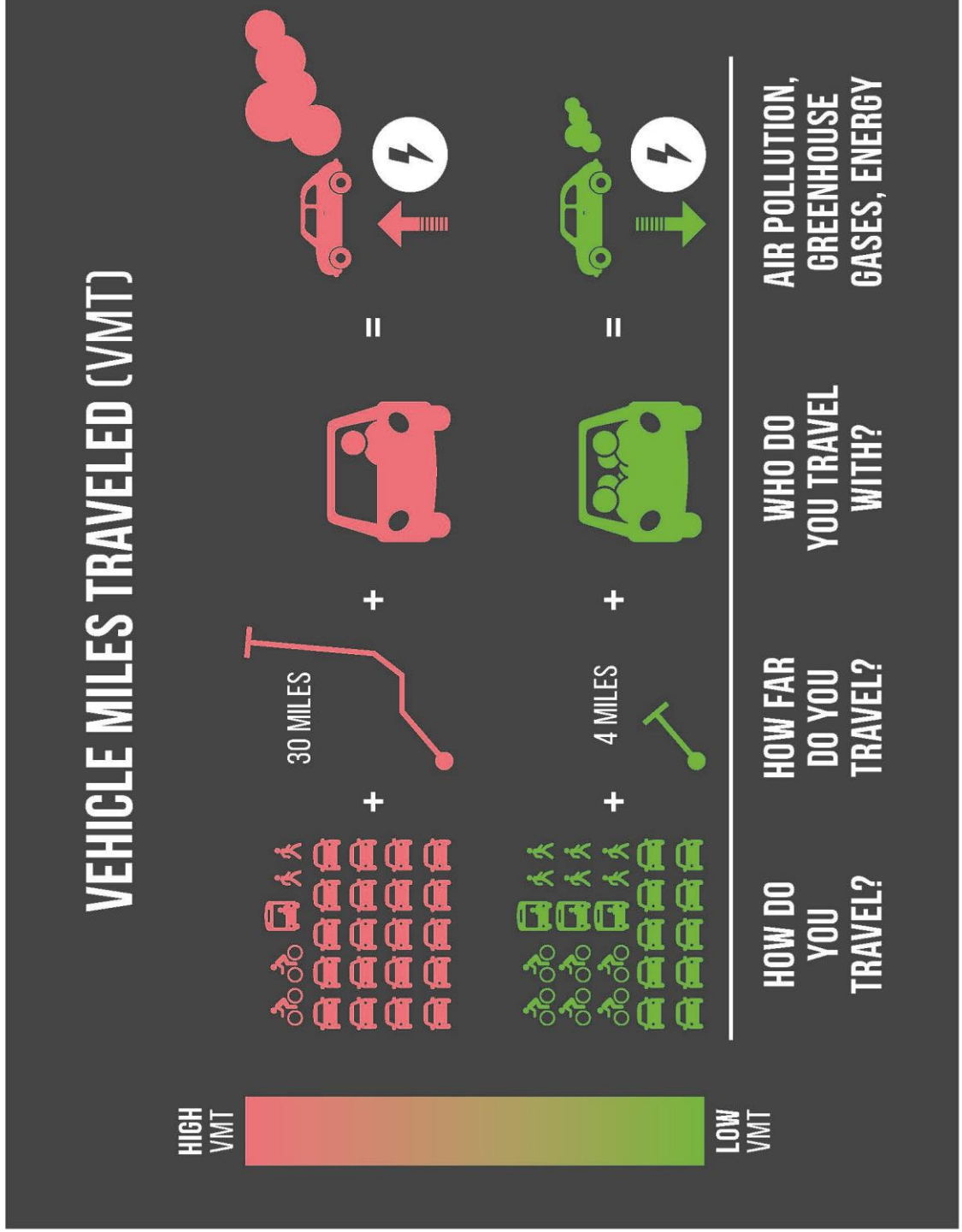
LAND USE PROJECTS

- More certainty during environmental review
- Reduced time & cost of technical studies
- Better environmental outcomes

TRANSPORTATION PROJECTS

- Faster delivery of many transportation projects
- Better environmental outcomes

SUMMARY OF PROPOSED OPR GUIDELINES





RESIDENTIAL VEHICLE MILES TRAVELED

COUNTY OF RESIDENCE

San Francisco San Mateo Santa Clara Alameda Contra Costa Solano Napa Sonoma Marin ALL COUNTIES

2010	7.4	16.7	15.4	15.4	18.8	16.4	17.6	18.9	18.5	15.6
2040	6.1	14.8	14.1	13.7	16.4	15.3	15.2	15.8	18.4	13.8

Source: Metropolitan Transportation Commission



shift

ENCOURAGE SUSTAINABLE TRAVEL

GRANT
O'FARRELL



SAN FRANCISCO

5 FULLY
SIGNED

SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

118

shift



Developing a Menu of Options (TDM Toolkit)

*What developers
can do*

Creating an Efficacy Tool

*How well the
measures work*

Establishing Implementation Strategy

*Measuring and
enforcing progress to
ensure goals are
achieved*

EXAMPLE OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MENU



- Subsidize Transit Passes
- Subsidize Bike Share or Car Share Membership
- Hire TDM Coordinator
- Shuttle or Vanpool Service
- Reduce On-site Parking Supply
- Provide Delivery Service
- Sponsor Bike-share Stations
- Commute Reduction Programs
- Charge for Parking/Parking Pricing



invest
\$ →   

ENHANCE TRANSPORTATION TO SUPPORT GROWTH



URGENT FUNDING NEED



TRANSPORTATION TASK FORCE 2030

EXISTING PLANS/ PROJECTS/POLICIES

Facilities Vision	Bicycle Strategy	SF Area Plans	SF County Transportation Plan
Ped Strategy	Muni Fleet Plan	SF Capital Plan	
MTA Capital Plan	MTA Strategic Plan	Regional Transportation Growth	
ADA Plan	TEP	Neighborhood Transportation Plans	

\$10 BILLION TRANSPORTATION FUNDING NEED TO 2030

\$3.7 BILLION IN EXISTING FUNDING

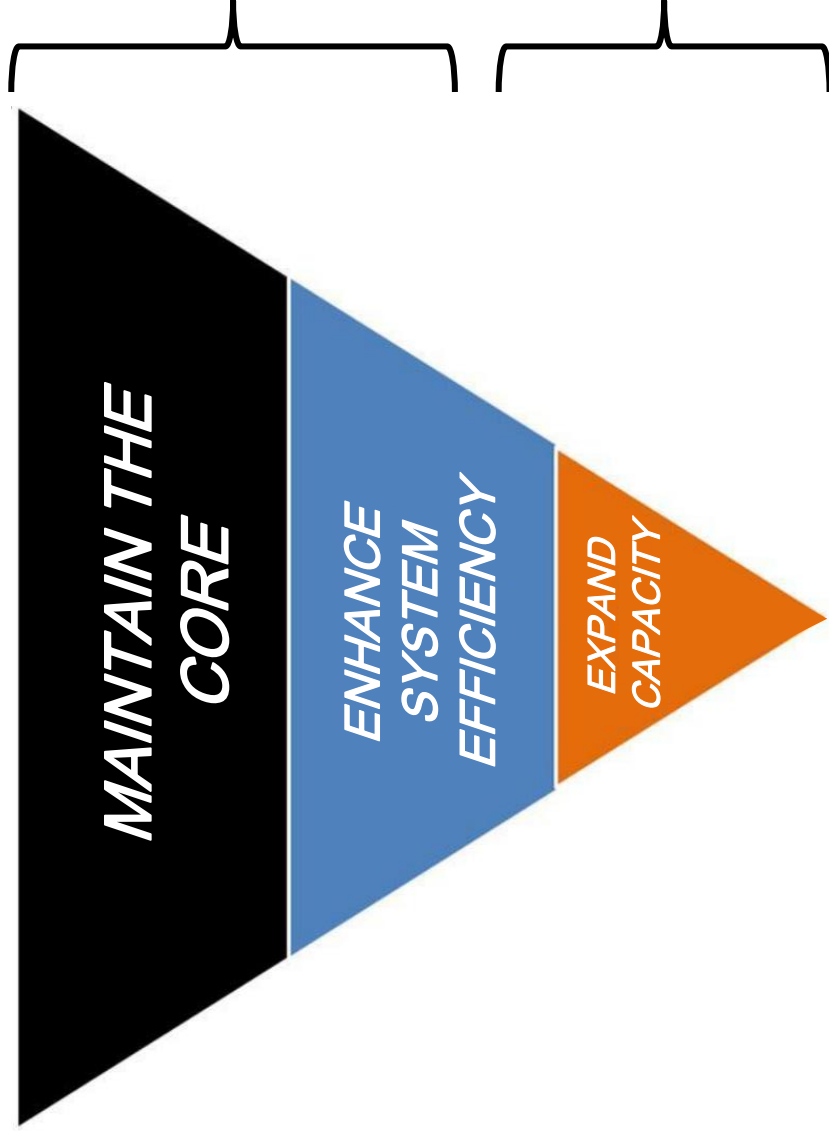
\$3 BILLION IN TTF FUNDING

\$3.3 BILLION UNFUNDED



INVESTMENT PRIORITIES

TRANSPORTATION TASK FORCE 2030



Focus of new revenue sources requiring voter approval – existing residents invest in maintaining the core system

Focus of the Transportation Sustainability Fee – Developers pay their fair share for transportation impacts from new trips

PROPOSED TRANSPORTATION SUSTAINABILITY FEE

- Citywide transportation fee to ensure that new development pays its fair share for impacts on the transportation system
- Update to existing TIDF – expands applicability to include market-rate residential development and certain large institutions*
- No change to status quo for nonprofits
- Nexus and Feasibility Studies completed – available on TSP website

*Exemptions apply





PROPOSED FEE RATES

LAND USE CATEGORY	EXISTING TIDF RATES	TSF PER GROSS SQ. FT. OF NEW DEVELOPMENT
RESIDENTIAL	N/A	\$ 7.74
NON-RESIDENTIAL	\$ 13.87 – \$ 14.59	\$ 18.04
PDR	\$ 7.46	\$ 7.61

* Exemptions would apply for certain types of development projects

Residential projects in Area Plans would receive a fee reduction in the amount of the transportation portion of the Area Plan fee

PROPOSED FEE APPLICABILITY



Applies to:

- Most non-residential development (generally same as TIDF)
- Market-rate residential development with 21 units or more
- Universities and Hospitals (subject to Institutional Master Plan)
 - Hospitals would be exempt from paying the fee until California's Seismic Safety Law requirements are exhausted (currently 2030), subject to affirmative vote by Board of Supervisors

Does not apply to:

- Deed-restricted affordable and middle-income housing (except required inclusionary units)
- Residential development with 20 units or less
- Small businesses (< 5,000 sf)
- Nonprofits (same rules as existing TIDF)



PROJECTS IN THE PIPELINE – PROPOSED

- Projects with Planning approvals would not pay TSF
- Residential projects that have submitted development applications would pay 50% of TSF
- Non-residential projects that have submitted development applications would pay existing TIDF rates

* Note: All projects would pay any currently applicable impact fees

EXPENDITURE PLAN: OUTCOMES

\$430M in NEW transportation funding over 30 years

- More Muni buses and trains
- Faster and more reliable local transit
- Roomier and faster regional transit (e.g. BART, Caltrain)
- Safer walking and bicycling





EXPENDITURE PLAN: CATEGORIES

EXPENDITURE PLAN CATEGORY	% OF TOTAL REVENUE	% OF NEW REVENUE
Transit reliability (existing TIDF program)	65%	N/A
SFTMA Transit capacity expansion	27%	81%
Regional Transit Capacity Expansion	2%	5%
Complete Streets	3%	9%

NEXT STEPS FOR TSF

- Stakeholder outreach
- Refine proposal
- Legislation approval process

TSP TIMELINE

2015

SPRING

SUMMER

FALL

WINTER

Public Outreach

Complete Technical Work



PUBLIC HEARING
*Fee Ordinance
Reintroduced / Adopted*



PUBLIC HEARING
*Sustainable Travel
Legislation
Introduced / Adopted*



*State Implements
Revised
Environmental
Review Standard*

THANK YOU

TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*

<http://tsp.sfplanning.org>

