



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, September 22, 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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1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**
4. Approve the Minutes of the July 28, 2015 Meeting – **ACTION*** 3

Items from the Finance Committee

5. Adopt Positions on State Legislation – **ACTION*** 11
6. Execute a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – **ACTION*** 47

Items from the Plans and Programs Committee

7. Appoint Cyndi Bakir, Joanna Fong, Peter Gallotta, Benjamin Horne, and Jolsna John to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – **ACTION*** 55
8. Allocate \$9,878,876 in Prop K funds, with Conditions, and Appropriate \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – **ACTION*** 65

Other Items

9. Introduction of New Items – **INFORMATION**
 During this segment of the meeting, Board members may make comments on items not specifically listed above, or introduce or request items for future consideration.
10. Public Comment
11. Adjournment

* Additional materials

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 28, 2015

1. Roll Call

Chair Wiener called the meeting to order at 11:06 a.m.

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

Absent at Roll Call: Commissioners Campos, Farrell (entered during Item 7), Kim (entered during Item 3) and Mar (entered during Item 2) (4)

2. Chair's Report – INFORMATION

Chair Wiener reported that earlier in the month he joined with Commissioners Farrell and Christensen, Executive Director Tilly Chang, staff from the San Francisco Mayor's Office, as well as various state and federal transportation officials and members of the community to celebrate the opening of the new Doyle Drive. He said on July 12, the Presidio Parkway opened to traffic for the first time, marking a major milestone for the project which turned an outdated four-lane undivided highway built 77 years ago along with the Golden Gate Bridge into a modern, seismically safe and beautiful parkway that serves as a graceful new gateway to San Francisco. He that over the four day traffic closure, the contractor, Golden Link Concessionaire (GLC), undertook a complex demolition of the temporary detour structure and constructed new northbound road segments to handle the one hundred thousand vehicle trips that use the roadway each day, and that it was done safely and ahead of schedule. He said that with the Presidio Parkway, the public could enjoy incredible vistas, new vehicular access to the Presidio, and new connections to the Marina for pedestrians, cyclists, transit users and motorists alike.

Chair Wiener stated that the Transportation Authority should be proud of its involvement in this complex, multi-agency project. He said as co-sponsors of the project along with the California Department of Transportation (Caltrans), the Transportation Authority took the lead in the early stages of the community planning and environmental review. He said the Transportation Authority also invested \$65 million of its sales tax funds and strategized with the state to finalize the funding plan with regional, state, federal, and private dollars. Chair Wiener said the project required many partnerships and pushed many boundaries, from creating new parkway design standards to feature sustainable construction practices and methods, to becoming the first and only public-private-partnership, or P3, on the state highway network. He congratulated Caltrans, GLC, and the entire Presidio Parkway project team for this wonderful achievement. He also acknowledged former Executive Director, Jose Luis Moscovich, who championed this project and exhibited great personal commitment to getting the project built, as well as recently retired Deputy Director for Capital Projects, Lee Saage, who had the skill and tenacity to get the job done.

Chair Wiener said that as we celebrate the opening of the Presidio Parkway, it was worth noting that each and every one of the signature projects in the Prop K sales tax program was well underway. He said with the strong demand on the city's transit services, the need for pedestrian, bicycle, and traffic safety projects to achieve Vision Zero, and the desire for more congestion reduction measures, that it was time to plan for the next generation of major transit improvements. He recent polling on Bay Area Rapid Transit (BART) and local transportation issues conducted by the Bay Area Council covering San Francisco, Alameda, and Contra-Costa counties showed that the public was concerned about the rise in congestion and that they were willing to invest in solutions. He said the polls showed there was strong support for a multi-billion dollar BART bond to invest in the rehabilitation and replacement of the aging system, and also identified demand for better transit options in general, including more convenient and faster transit service. Chair Wiener noted that in addition to BART considering a 2016 revenue measure, Contra Costa County was moving forward with a revenue measure in 2016, and that Alameda County had already approved a \$7.8 billion sales tax measure in 2014, while the Santa Clara County Valley Transportation Authority had adopted goals and initiated outreach for a potential revenue measure next year.

Chair Wiener said it was important for San Francisco to be well positioned and know its priorities as the city participates in upcoming regional funding and investment decisions with neighboring communities. He noted that it was especially important to have local matching funds available to move priorities forward when regional, state or federal funding eventually materializes, and particularly if that funding doesn't materialize. He said that the Board was grateful to San Francisco voters for overwhelming approving Propositions A and B last year, and that these were important steps forward for the 2040 Countywide Transportation Plan as well as the San Francisco Mayor's Transportation 2030 Plan. He said both plans envision the need to continue to invest to meet the city's tremendous system maintenance and capacity expansion needs, as noted in Ms. Chang and SFMTA Director Ed Reiskin's recent op-ed in the San Francisco Chronicle. He said that this includes increasing frequency, reliability and capacity on our three major transit systems, Muni, BART and Caltrain, as well as to better manage traffic on our freeways and make our streets safer and more inviting to all users. Chair Wiener commented that there was also a great need for road resurfacing, paratransit, and many other transportation needs, and that for this reason he would like to ask the Transportation Authority staff to conduct a poll of San Francisco voters to get a better sense of what residents see as the greatest need to improve and invest in our transportation systems and how best to pay for them. He said this would help inform the city's near-term planning and shape input and coordination with the San Francisco Mayor's Office and other city departments regarding a potential 2016 BART bond as well as local revenue measures, and that he looked forward to the poll results this fall.

There was no public comment.

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 June 23, 2015 Meeting – ACTION**

There was no public comment.

The Minutes were approved by the following vote:

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

Yee (9)

Absent: Commissioners Campos and Farrell (2)

Items from the Finance Committee

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

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Christensen, Cohen, Kim, Mar, Tang, Wiener and Yee (9)

Absent: Commissioners Campos and Farrell (2)

6. **Award 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 Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Christensen, Cohen, Kim, Mar, Tang, Wiener and Yee (9)

Absent: Commissioners Campos and Farrell (2)

Items from the Plans and Programs Committee

Vice Chair Cohen presided over Item 7.

7. **Authorize 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 – ACTION**

Chair Wiener said that he could not overstate the importance of delivering the Transbay Transit Center and Caltrain Downtown Extension project in a timely and cost effective manner. He said the Transportation Authority was a strong supporter and early funder of the project, having set aside \$270 million in Prop K sales tax funds and allocating over \$177 million to the project to date. He stated that the region had also contributed \$350 million to the \$1.9 billion cost of the project. Chair Wiener said that after approving a \$310 million increase to the budget in July 2013, the Transbay Joint Powers Authority (TJPA) Board was now being asked to increase the budget in September as TJPA staff recently reported a \$246 million funding gap, which would essentially double the original project budget. He said this necessitated the quitclaim agreement currently being considered, which would allow TJPA to sell parcels of land which were intended to fund Phase 2 of the project but were now being diverted to Phase 1.

Chair Wiener said the week prior the Metropolitan Transportation Commission (MTC) considered an equivalent item and felt the TJPA management team had not done an adequate job estimating and containing costs and keeping decision makers informed. He said MTC was not confident in the \$246 million cost increase estimate and was skeptical that the project would be finished on time and within budget. Chair Wiener said it was indicated that TJPA staff were

only thirty percent confident that with the cost increase there would be no additional increases. He said MTC approved the quitclaim but included an amendment mandating a multi-agency cost review committee, comprised of MTC, the San Francisco Controller's Office and the Transportation Authority to review the costs of both Phase 1 and 2, and to make recommendations on managing costs going forward. Chair Wiener said he would like to echo the condition that MTC imposed but also add conditions; the first being that TJPA fully cooperate in the 90 day cost review for both phases of the project, and the second that TJPA only amend the Phase 1 cost and funding plan to reflect the sale of Parcel F, to be auctioned in September, and any other grants or funding sources identified before TJPA's September Board meeting. He said this would be the case until the 90 day cost review was completed and presented to MTC. Lastly, Chair Wiener stated that the amendment would request that TJPA continue to work with its funding partners to develop a full funding plan for Phase 1 that included specific recommendations for any additional financing needed beyond its existing financial agreements.

Chair Wiener moved to amend the item to add conditions, seconded by Commissioner Christensen.

Commissioner Kim commented that she supported Chair Wiener's amendment to the item and noted that there had been several conversations about the project's cost overruns which were primarily driven by increasing construction costs over the past two years. She said the TJPA Board had expressed concerns about how to best mitigate many of the trade packages coming in high and the failure to have released bid packages earlier when they were more affordable.

Mark Zabaneh, Senior Project Manager at TJPA, stated that market conditions in San Francisco and the location of the project site had limited the availability of contractors and had limited the number of bids received. He said TJPA had implemented mitigation measures and alternative procurement methods to control costs but they were not sufficient. He said TJPA was seeking to augment the project budget by \$246.9 million in order to award the remaining packages by the September 10 TJPA Board meeting and keep construction on schedule. He said if that did not happen, then TJPA would have to award the trade packages that were most critical to the project and delay the other packages until funding became available. Mr. Zabaneh said the rooftop park was identified as one of the trade packages that could be deferred until full funding was available and that while not ideal, the rooftop park could be constructed after the Transbay Transit Center was operational.

Steve Humphreys, Vice President at Webcor/Obayashi Joint Venture, stated that the rooftop park was bid out at the end of June and was only valid for 90 days so if it was not awarded by the end of September the bid would expire. He said if that was the case they would have to rebid the scope which would extend the completion date of the rooftop park by several months and would probably drive up the cost.

Commissioner Kim said opening the rooftop park at the same time as the Transbay Transit Center was one of the commitments to the neighborhood and that delaying the rooftop park was not the best way to manage the cost overruns, and that the exterior shell of the Transbay Transit Center was possibly a better alternative. She asked if TJPA staff supported Chair Wiener's amendment to the item. Mr. Zabaneh stated that they were happy to cooperate with the first condition, but that the second would not allow them to award critical trade packages which would impact construction and cause delays. Tilly Chang, Executive Director, commented that it was her understanding that the second condition would not preclude the award of the rooftop park bid package.

Commissioner Kim asked for confirmation that there were three bid packages scheduled for award in September. Mr. Humphreys replied in the affirmative, and stated that the packages were the concrete topping slab, the rooftop park, and the exterior ceilings, glass floor assembly, and column covers. Mr. Zabaneh stated that he did not think the \$160 million minimum bid for Parcel F would be sufficient to award the trade packages and sufficiently replenish the contingency. Ms. Chang stated that the minimum bid for Parcel F was \$160 million which would leave an \$87 million funding shortfall and that there was nothing in Chair Wiener's proposed second condition that would change that.

Item 7 was continued after Item 15.

Sara Gigliotti, Chief Financial Officer at TJPA, stated that TJPA had been working closely with the City of San Francisco to come up with a full funding plan so that TJPA could award all of the trade packages in September. She said that over the past month the focus was to identify what projects in the district plan had to be completed by the time the Transbay Transit Center was completed versus what projects could be pushed out in order to evaluate what other district plan funds could be shifted to this project. She said it was TJPA's understanding that the City would participate in the cost review which could take up to 90 days and that it could result in a full funding plan not being in place by the September 10 TJPA Board meeting. Ms. Gigliotti said that TJPA did not disagree with the amendment introduced by Chair Wiener, but that if TJPA did not have a full funding plan in place by that date they would not be able to award all of the trade packages. She said that TJPA was concerned with not replenishing the contingency while concurrently awarding trade packages should any issues arise during construction.

Chair Wiener asked for clarification that a full funding plan would include other funding sources beyond the sale of Parcel F, which Ms. Gigliotti confirmed.

Chair Wiener stated that this item was not about identifying other funding sources. Ms. Gigliotti stated that identifying the other funding sources would necessitate the assistance of TJPA's funding partners, including the City, the Transportation Authority, as well as MTC. She continued that if identifying those funding sources was put on hold or delayed until the end of the cost review, then there would not be a full funding plan in place by the September 10 TJPA Board meeting.

Chair Wiener stated that the 90 day timeframe for the cost review was set by MTC and was not included in the amendment he introduced. He said there was nothing preventing the cost review from being completed prior to the 90 days and that it was preferable if it could be completed sooner. Ms. Gigliotti stated that it was TJPA's understanding as well but that TJPA would like to recognize that the cost review could take the full 90 days.

There was no public comment.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Christensen, Cohen, Kim, Mar, Tang, Wiener and Yee (9)

Absent: Commissioners Campos and Farrell (2)

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

Ayes: Commissioners Avalos, Breed, Christensen, Cohen, Kim, Mar, Tang, Wiener and Yee (9)

Absent: Commissioners Campos and Farrell (2)

8. **Appoint Jacqueline Sachs and Peter Sachs to the Citizens Advisory Committee – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

9. **Appoint Kevin Stull to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

10. **Allocate \$38,780,932 in Prop K funds, with Conditions, and Appropriate \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

11. **Adopt the Chinatown Neighborhood Transportation Plan Final Report – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

12. **Adopt the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report – ACTION**

Commissioner Cohen commented that this project would make it easier for residents to get to the BART, Caltrain and T-Line stations. She said she appreciated the study's responsiveness to community concerns by including an analysis of Beatty Avenue as an alternate route. She acknowledged Transportation Staff for their dedicated outreach as well as the Geneva Corridor Bus Rapid Transit Feasibility Study Community Advisory Committee. She noted that the Transportation Authority was able to add three additional community meetings in both English and Chinese. Commissioner Cohen said it was important to continue this level of outreach during the selection and implementation process by proactively reaching out to residents in the

neighborhood and keeping them informed every step of the way. She also thanked colleagues in Daly City for their coordination and collaboration in this effort.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

Items for Direct Board Consideration

13. Transportation Sustainability Program Update – INFORMATION

Tilly Chang, Executive Director, introduced the item and Michael Schwartz, Senior Transportation Planner, who presented the item.

Chair Wiener commented that this was an important step forward in updating and modernizing our approach to transit impact fees and development.

There was no public comment.

Other Items

14. Introduction of New Items – INFORMATION

There was no public comment.

15. Public Comment

During public comment, Francisco DaCosta stated that the traffic congestion in San Francisco was intolerable, and that he recently rode the 38-Geary bus when it was delayed over an hour due to traffic. He said that there was a great deal of data being collected on traffic management but that the city did not have the ability to use it.

16. Adjournment

The meeting was adjourned at 12:28 p.m.



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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 September 8, 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 new support positions on Assembly Bill (AB) 779 (Garcia, Cristina), AB First Extraordinary Session (ABX1) 7 (Nazarian), ABX1 8 (Chiu), Senate Bill First Extraordinary Session (SBX1) 7 (Allen), SBX1 8 (Hill), and SBX1 14 (Canella); and new oppose positions on ABX1 6 (Hernandez, Roger), ABX1 13 (Grove), ABX1 17 (Achadjian), and SBX1 6 (Runner); and be it further

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

Attachment:

1. Legislative Matrix

Attachment 1:
San Francisco County Transportation Authority
September 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) 779 (Garcia, Cristina), AB First Extraordinary Session (ABX1) 7 (Nazarian), ABX1 8 (Chiu), Senate Bill First Extraordinary Session (SBX1) 7 (Allen), SBX1 8 (Hill), and SBX1 14 (Canella); and **new oppose positions** on ABX1 6 (Hernandez, Roger), ABX1 13 (Grove), ABX1 17 (Achadjian), and SBX1 6 (Runner).

Bill #	Author	Description	Status	Position	Comments
AB 2 Amended: 7/7/2015 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 Second Reading	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.
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.

**San Francisco County Transportation Authority
September 2015**

Bill #	Author	Description	Status	Position	Comments
AB 8 Amended: 7/6/2015 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 authorize the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Concurrence	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.
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' (DMV's) 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 TNCs 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.

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Bill #	Author	Description	Status	Position	Comments
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 Second Reading	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 Second Reading	Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
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 pickup passengers to also apply to shuttle service vehicles.
AB 156 Amended: 8/18/2015 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.	Senate Appropriations	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.

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September 2015**

Bill #	Author	Description	Status	Position	Comments
AB 162 Chaptered: 7/15/2015 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 Chaptered	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Amended: 7/2/2015 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 Second Reading	Support	The author introduced this bill for the Self-Help Counties' Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. 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 Enrollment: 8/24/2015 pdf html	Bigelow R (Dist 5)	Vehicles: highway: lane use. Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.	Assembly Enrolled	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	Achadian 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.

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Bill #	Author	Description	Status	Position	Comments
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.
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly 2 year	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 313 Amended: 8/25/2015 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 Third Reading	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 2 year	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.

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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 Vetoeed: 8/17/2015 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%.	Assembly Vetoeed	Support	Provides significant new local government sales tax capacity by setting local cap at 3%. Latest amendment would retain 2% cap through 2016, with the cap increased to 3% after 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: 7/16/2015 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. This bill contains other related provisions and other existing laws.	Senate Second Reading	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 their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
AB 744 Amended: 8/18/2015 pdf html	Chau D (Dist 49)	Planning and zoning: density bonuses. Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets these criteria in excess of specified ratios. This prohibition applies only at the request of the developer and specifies that the developer may request additional parking incentives or concessions. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within 1/2 mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	Senate Third Reading	Support	This bill would eliminate minimum parking requirements for developments near major transit stops on senior or special needs housing. City planning staff has asked for support of this bill.

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Bill #	Author	Description	Status	Position	Comments
AB 772 Amended: 8/19/2015 pdf html	Garcia, Cristina D (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate Appropriations	New – Recommend Support	Latest amendment eliminates level of service as an element of a congestion management program.
AB 828 Amended: 7/14/2015 pdf html	Low D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission (PUC) to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate Energy, Utilities and Communications	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions. Also, requires PUC to conduct an investigation relative to whether existing laws and regulations create a fair market.
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 Inactive File	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.

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Bill #	Author	Description	Status	Position	Comments
AB 886 Amended: 3/26/2015 pdf html	Chau D (Dist 49)	Transportation service network provider (TNSP): 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 Transportation Network Companies (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.
AB 902 Enrolled: 8/26/2015 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 the imposition of 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 that is sanctioned by local law enforcement	Assembly Enrollment	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.
AB 945 Amended: 5/20/2015 pdf html	Ling 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	SFMTA supports this bill. 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 Chaptered: 7/2/2015 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 Chaptered	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.

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Bill #	Author	Description	Status	Position	Comments
AB 1030 Amended: 7/7/2015 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 require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for 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.
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 Public Private Partnerships.
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 Initial Construction Segment, 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 Third Reading	Watch	This bill pertains to the definition of motorized bikes.

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Bill #	Author	Description	Status	Position	Comments
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.
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 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1171 Enrolled: 8/18/2015 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 CM/GC 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.	Assembly Desk	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.
AB 1176 Amended: 8/18/2015 pdf html	Perea 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. This bill contains other related provisions.	Senate Appropriations	Watch	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities. MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed.
AB 1236 Amended: 8/27/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city, county, or city and county to approve an application for 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.	Senate Second Reading	Watch	Subjects electric vehicle charging station to requirement that local governments approve installations.
AB 1250 Amended: 7/6/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: axle weight. Would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. This bill would also establish certain weight limitations for transit buses procured through a solicitation process pursuant to which a solicitation was issued at a specified time. The bill would provide that these provisions do not authorize the operation of a transit bus on a bridge if the gross weight of the bus exceeds the single vehicle maximum weight limit to which that bridge was designed, except as specified.	Senate Third Reading	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 (P3s). 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 P3 law through 2030. Similar bill introduced in Special Session: ABX1 - 2 (Perea) and SBX1-14 (Cannella).
AB 1284 Chaptered: 8/11/2015 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 to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Assembly Chaptered	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 Third Reading	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking violations.
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. This bill contains other related provisions and other existing laws.	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.

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Bill #	Author	Description	Status	Position	Comments
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: 7/2/2015 pdf html	Ling 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 service operated by a transportation network company or a charter-party carrier of passengers 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, 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 passenger traveling alone.	Senate 2 year	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.
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 Current law authorizes the Bay Area Toll Authority 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1422 Amended: 7/16/2015 pdf html	Cooper D (Dist 9)	Transportation network companies. Would provide that a transportation network company is eligible and required 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. This bill contains other related provisions and other existing laws.	Assembly Concurrence	Watch	The bill requires transportation network companies to participate in Department of Motor Vehicle employer pull-notice system to regularly check the driving records of a participating driver. Similar to AB 24 (Nazarian).
AB 1486 Introduced: 2/27/2015 pdf html	Obermoltz 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.
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	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	Support	Extends Public Private Partnership law indefinitely. Similar to AB 1265 (Perea) and SBX1 14 (Cannella)

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Bill #	Author	Description	Status	Position	Comments
ABX1.3 Introduced: 7/9/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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 infrastructure.	Assembly Third Reading	New – Recommend Watch	Special session spot bill.
ABX1.4 Introduced: 7/9/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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.	Assembly Third Reading	New – Recommend Watch	Special session spot bill.
ABX1.6 Introduced: 7/16/2015 pdf html	Hernández, Roger D (Dist 48)	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Assembly Print	New – Recommend Oppose	The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.
ABX1.7 Introduced: 7/16/2015 pdf html	Nazarian D (Dist 46)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Assembly Print	New – Recommend Support	The bill would seek to increase cap and trade revenues to 2 transit programs: (1) rail capital and (2) transit operations. This bill is the same as SBX1 8 (Hill).

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Bill #	Author	Description	Status	Position	Comments
ABX1 8 Introduced: 7/16/2015 pdf html	Chiu D (Dist 17)	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Assembly Print	New – Recommend Support	The bill seeks to increase State Transit Assistance funds by increasing the sales tax rate on diesel. This bill is the same as SBX1 7 (Allen).
ABX1 9 Introduced: 8/17/2015 pdf html	Levine D (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	New – Recommend Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandating that Caltrans restore a 3rd lane on Richmond bridge.
ABX1 10 Introduced: 8/19/2015 pdf html	Levine D (Dist 10)	Public works: contracts: extra compensation. Would provide that a state entity in a mega-infrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the mega-infrastructure project, as defined, has been completed and an independent third party has verified that the mega-infrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Assembly Print	New – Recommend Watch	Would restrict state agencies from providing extra payments to contractors on mega-infrastructure projects.
ABX1 13 Introduced: 8/31/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to the Department of Transportation for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.	To Print	New – Recommend Oppose	Continuously appropriates 50% of the annual proceeds of Cap and Trade funds, with 50% to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes. Among other concerns, there is a poor nexus with state highway and local streets and roads maintenance with GHG reduction.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1 14</p> <p>Introduced: 8/31/2015</p> <p>pdf html</p>	<p>Waldron R (Dist 75)</p>	<p>State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>To Print</p>	<p>New – Recommend Watch</p>	<p>Continuously appropriates \$1 billion from the General Fund, with 50% to Caltrans for maintenance of the state highway system or to the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.</p>

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1 15 Introduced: 8/31/2015 pdf html</p>	<p>Patterson R (Dist 23)</p>	<p>State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes.</p>	<p>To Print</p>	<p>New – Recommend Watch</p>	<p>Reduces the current year \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, 50% to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.</p>

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Bill #	Author	Description	Status	Position	Comments
ABX1 16 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State highways: transfer to local agencies: pilot program. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.	To Print	New – Recommend Watch	Establishes a pilot program within Caltrans, over a 5-year period, under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Any cost savings realized by a participating county to be used by the county for other transportation priorities.
ABX1 17 Introduced: 8/31/2015 pdf html	Achadian R (Dist 35)	Greenhouse Gas Reduction Fund: state highway operation and protection program. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state 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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	To Print	New – Recommend Oppose	Continuously appropriates 25% of the annual Cap and Trade proceeds for projects in the state highway operation and protection program. Among other concerns such as wishing to see more cap and trade funds available for transit, this bill is intended to fund state highway rehabilitation and maintenance which has a poor nexus with GHG reduction.

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Bill #	Author	Description	Status	Position	Comments
ABX1 18 Introduced: 8/31/2015 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	To Print	New – Recommend Watch	Prohibits truck weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.
ABX1 19 Introduced: 8/31/2015 pdf html	Linder R (Dist 60)	California Transportation Commission. Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing 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.	To Print	New – Recommend Watch	Excludes the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government

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Bill #	Author	Description	Status	Position	Comments
ABX120 Introduced: 8/31/2015 pdf html	Gaines R (Dist 6)	State government: elimination of vacant positions: transportation: appropriation. Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	To Print	New – Recommend Watch	This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. It would also continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made to cities and counties by a specified formula for street and road purposes.

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Bill #	Author	Description	Status	Position	Comments
ABX121 Introduced: 8/31/2015 pdf html	Olbermote R (Dist 30)	Environmental quality: highway projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve 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. CEQA also 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. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	In Print	New – Recommend Watch	Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it finds an imminent threat to health/safety or unforeseen ecological values that would be harmed.
ACA4 Amended: 8/17/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, and county, or special district 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.	Assembly Appropriations Suspense File	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.
SB1 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.

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Bill #	Author	Description	Status	Position	Comments
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.
SB 9 Amended: 8/17/2015 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, 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.	Assembly Third Reading	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System. Amended to delete requirement that 90% of funds are for large projects that cost more than \$100 million.

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Bill #	Author	Description	Status	Position	Comments
SB 16 Amended: 6/1/2015 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. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.	Senate Third Reading	Support and Seek Amendment	Latest amendments reflect a major new state/local transportation funding bill. It 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., VRF by \$35 and 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.
SB 34 Amended: 7/13/2015 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, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. The bill would impose similar requirements on an "ALPR end-user," as defined. This bill contains other related provisions and other existing laws.	Assembly Third Reading	Watch	Similar bill introduced in Special Session: SBX1-1 (Beall). 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 HOVs. Current law authorizes the Department of Motor Vehicles (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 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.

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Bill #	Author	Description	Status	Position	Comments
SB 64 Amended: 6/24/2015 pdf html	Liu D (Dist 25)	California Transportation Plan. The California Transportation Commission 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 Suspense File	Watch	The bill seeks an independent review of Caltrans' 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.
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)	Fires: interference: unmanned aircraft. This bill would make it unlawful to knowingly, intentionally, or recklessly operate an unmanned aircraft or unmanned aircraft system, as defined, in a manner that prevents or delays the extinguishment of a fire, or in any way interferes with the efforts of firefighters to control, contain, or extinguish a fire. The bill would make a violation of this prohibition punishable by imprisonment in a county jail not to exceed 6 months, by a fine not to exceed \$5,000, or by both that fine and imprisonment.	Assembly Public Safety	New – Recommend Delete from Matrix	Originally a spot bill related to Cap and Trade programs. Amended to now apply to regulation of drones.

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Bill #	Author	Description	Status	Position	Comments
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.
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 2 year	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. A budget trailer bill was approved to accomplish the goals of this bill.
SB 321 Amended: 8/18/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Assembly Consent Calendar	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.

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Bill #	Author	Description	Status	Position	Comments
SB 413 Amended: 7/1/2015 pdf html	Witekowski 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 unreasonably loud sound equipment on or in a public transportation system facility or vehicle.	Assembly Third Reading	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.
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 2 year	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.	Senate Concurrence	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
SB 508 Amended: 8/20/2015 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.	Assembly Third Reading	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.

San Francisco County Transportation Authority
September 2015

Bill #	Author	Description	Status	Position	Comments
SB 516 Amended: 8/24/2015 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.	Senate Concurrence	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
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 2 year	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 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.

**San Francisco County Transportation Authority
September 2015**

Bill #	Author	Description	Status	Position	Comments
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program: 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.
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 Amended: 8/25/2015 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 require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Senate Appropriations	Support and Seek Amendment	Latest amendments reflect a major new state/local transportation funding bill. It 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., VRF by \$70. 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
September 2015

Bill #	Author	Description	Status	Position	Comments
SBX12 Introduced: 6/30/2015 pdf html	Huff R (Dist 29)	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Senate Transportation and Infrastructure Development	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.
SBX13 Amended: 8/17/2015 pdf html	Vidak R (Dist 14)	Transportation bonds: highway, street, and road projects. 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 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.	Senate Transportation and Infrastructure Development	Oppose	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 desirable regional projects would be left untouched.
SBX14 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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 Third Reading	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
September 2015

Bill #	Author	Description	Status	Position	Comments
SBX15 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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.	Senate Third Reading	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX16 Introduced: 7/13/2015 pdf html	Runner R (Dist 21)	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Senate Transportation and Infrastructure Development	New – Recommend Oppose	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads, with a greatly reduced amount for transit.
SBX17 Introduced: 7/16/2015 pdf html	Allen D (Dist 26)	Diesel sales and use tax. Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Senate Transportation and Infrastructure Development	New – Recommend Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate. Bill is the same as ABX1 8 (Chiu).
SBX18 Introduced: 7/16/2015 pdf html	Hill D (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Transportation and Infrastructure Development	New – Recommend Support	The bill would increase cap and trade funding dedicated to (1) transit capitol (2) transit operation. Bill is the same as ABX1 7 (Nazarian).

San Francisco County Transportation Authority
September 2015

Bill #	Author	Description	Status	Position	Comments
SBX1 9 Introduced: 7/16/2015 pdf html	Moorlach R (Dist 37)	Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Senate Transportation and Infrastructure Development	New – Recommend Watch	The most prominent element of this bill would be to mandate that Caltrans contract with qualified private entities for architectural and engineering services for a minimum of 50% of the total annual value of these services with respect to public works of improvements undertaken by Caltrans..
SBX1 10 Introduced: 7/16/2015 pdf html	Bates R (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	New – Recommend Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.
SBX1 11 Introduced: 7/16/2015 pdf html	Berryhill R (Dist 8)	California Environmental Quality Act (CEQA): exemption: roadway improvement. CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.	Senate Transportation and Infrastructure Development	New – Recommend Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that are within the road footprint.
SBX1 12 Amended: 8/20/2015 pdf html	Runner R (Dist 21)	California Transportation Commission (CTC). Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	New – Recommend Watch	Re-establishes independence of CTC from the Transportation Agency.

San Francisco County Transportation Authority
September 2015

Bill #	Author	Description	Status	Position	Comments
SBX1 13 Introduced: 7/16/2015 pdf html	Vidak R (Dist 14)	Office of the Transportation Inspector General. Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.	Senate Appropriations	New – Recommend Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and California High Speed Rail Authority.
SBX1 14 Introduced: 7/16/2015 pdf html	Cannella R (Dist 12)	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. 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.	Senate Transportation and Infrastructure Development	New – Recommend Support	Extends current P3 law indefinitely. Similar to AB 1265 (Perea) and ABX1 2 (Perea)
SCA 5 Amended: 7/16/2015 pdf html	Hancock D (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used 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.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.
SCAX1 1 Introduced: 6/19/2015 pdf html	Huff R (Dist 29)	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.	Senate Transportation and Infrastructure Development	Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 111

Total Tracking Forms: 111



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RESOLUTION EXECUTING A FUNDING AGREEMENT WITH THE BAY AREA RAPID TRANSIT (BART) DISTRICT FOR A THREE-YEAR PERIOD IN AN AMOUNT NOT TO EXCEED \$406,000 FOR THE SAN FRANCISCO BART TRAVEL INCENTIVES PILOT PROJECT AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AGREEMENT PAYMENT TERMS AND NON-MATERIAL AGREEMENT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is partnering with the Bay Area Rapid Transit (BART) District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes; and

WHEREAS, The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods; and

WHEREAS, The total project will be funded by \$508,000 of federal Value Pricing Program grant funds, \$45,800 of Prop K sales tax funds, and \$400,000 of BART operating revenues, for an overall budget of \$953,800; and

WHEREAS, A portion of the proposed funding agreement will be included in the Transportation Authority's mid-year budget amendment, and sufficient funds will be included in future fiscal year budgets to cover the remaining cost of this agreement; and

WHEREAS, At its September 2, 2015 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its September 8, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority Executive Director is hereby authorized to



execute a funding agreement with the BART District for a three-year period in an amount not to exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and 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. Draft Scope of Services

**Attachment 1:
San Francisco BART Travel Incentives Pilot Project
Draft Scope of Services**

Scope of Work and Budget

The Transportation Authority and BART are working together on a pilot project to address crowding by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes. This will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. Traveler responses to the incentives will be monitored closely using transit smart card (Clipper) data, and incentives would be adjusted accordingly for maximum effect.

Scope of Work

The Transportation Authority will cover costs associated with licensing software for a rewards loyalty program and customizing that software to meet the project needs, as well as additional contingency budget to cover extending the pilot duration, increased incentives, and support for marketing the program to BART riders. The Transportation Authority will pay up to \$325,000 to cover these costs; BART will pay \$81,000, for a total not-to-exceed amount of \$406,000.

Task 1: Software development coordination

BART will procure a consultant to customize software for a travel rewards program and will review consultant deliverables in consultation with Transportation Authority and other project stakeholders.

Task 2: Software design and data analysis

BART and its consultant will:

- Set up commuter engagement website
- Conduct statistical analysis of public transport travel data
- Propose an incentives scheme and document a methodology for participant selection and admission into the program
- Incorporate marketing messages, brand, and images provided by the project team
- Test the website and ensure quality control

Task 3: Deployment

BART and its consultant will deploy the website for up to 25,000 participants for a six- to nine-month pilot period, with the option to extend for an additional three months. BART and its consultant will provide regular (anticipated monthly) progress reports showing how commuters are participating in the program and the effect of the incentives on travel behavior.

Task 4: Contingency (optional task)

BART may spend up to an additional \$116,000 on incentives during the six-month pilot period, if needed, or to provide additional budget for incentives beyond the initial six-month period. These funds will also cover BART staff time associated with marketing the program.

The scope of this task and contingency fund may be released if first approved in writing by the Transportation Authority.

Schedule and Deliverables

Activity	Deliverable	Due Date
Tasks 1 & 2 Software customization	Web link to completed, pre-tested commuter engagement software and web interface	January 2015
Task 3a Software subscription – 25,000 users for months 1, 2 and 3	Software activity report for months 1, 2 and 3	April 2016
Task 3b Software subscription for months 4, 5, and 6	Software activity report for months 4, 5, and 6	August 2016
Task 4 (Optional) Extend duration of pilot or augment incentives	If approved, the Transportation Authority will specify use of contingency funds	September 2018



Memorandum

Date: 09.03.15 **RE:** Finance Committee
September 8, 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 *TJC*

Subject: **ACTION** – Recommend Executing a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions

Summary

The Transportation Authority is partnering with the Bay Area Rapid Transit (BART) District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes (the San Francisco BART Travel Incentives Pilot Project). The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. Traveler responses to the incentives will be monitored closely using transit smart card (Clipper) data and project staff will adjust incentives in response to traveler route and time-of-day choices. The pilot project budget includes a \$508,000 federal Value Pricing Program grant, \$400,000 in BART operating revenues, and a \$45,800 Prop K sales tax appropriation being sought concurrently with this request which will be considered by the Plans and Programs Committee at its September 15 meeting.

BACKGROUND

Bay Area Rapid Transit (BART) is enjoying very high demand for its services as Bay Area employment and population grows. This has led to system crowding, especially in the trains servicing the downtown San Francisco Embarcadero, Montgomery, Powell, and Civic Center Stations. Trains have been operating above 100% of programmed capacity during peak periods in this corridor since 2012, and growth is expected to continue. BART predicts ridership growth at between 2 and 6 percent per year through 2040.

BART is working on a number of capacity enhancing solutions such as new train cars and train control system, but these solutions will not provide congestion relief until 2017 at the earliest. A short-term approach to addressing crowding is needed while these longer-term solutions are developed. The Transportation Authority and BART are working together to manage peak congestion on the system by providing direct incentives to a select group of BART riders via a web application. Traveler responses to the incentives will be monitored closely, and project staff will adjust incentives in response to traveler route and time-of-day choices. A similar pilot recently deployed in Singapore has resulted in participation of 300,000 riders and nearly a 10 percent shift of travel to the shoulders of the peak period on the city's crowded transit system.

The San Francisco BART Travel Incentives Pilot Project supports several goals including:

- Improving BART riders' satisfaction by alleviating congestion on the most crowded trains.
- Supporting continued growth in BART ridership until more permanent system capacity improvements are brought online.
- Supporting implementation of the Bay Area vision for focused growth around transit by alleviating congestion associated with new development around already-congested stations.
- Demonstrating a successful proof-of-concept of the approach of providing direct incentives to shift travel behavior and mitigate congestion.

The Transportation Authority, working in partnership with BART, secured a \$508,000 federal Value Pricing Program grant to support this work, and will also be contributing \$45,800 in Prop K sales tax funds, which is the subject of a separate request this month. BART is contributing \$400,000 in BART operating revenues, for a total overall budget of \$953,800.

DISCUSSION

The purpose of this memorandum is to seek a recommendation to execute a funding agreement between BART and the Transportation Authority to provide federal funds to BART to support implementation of the pilot project. BART will license a software platform used successfully in Singapore to provide incentives directly to riders to encourage travel in off-peak periods. BART will also contribute its own operating revenues to fund the incentives. The Transportation Authority will use the remainder of the federal funds, as well as the local Prop K sales tax funds to market the program to BART riders, employers, and workers in the vicinity of the Embarcadero and Montgomery Stations, and to evaluate the pilot program. In addition to the funding agreement which will describe the scope, schedule, invoicing and reimbursement procedures and other terms, the Transportation Authority and BART will also execute a project charter that describes each agency's role and contribution to the project.

Additionally, the two agencies will establish a Technical Advisory Committee to seek stakeholder input and plan to extend invitations to the Metropolitan Transportation Commission (administrator of Clipper); the San Francisco Municipal Transportation Agency, the San Francisco Department of Environment, the San Francisco Chamber of Commerce, and the Alameda Contra-Costa Transit District. The majority of the scope of work is anticipated to be completed by August 2016, with an optional task to extend the duration of the pilot program through fall 2018.

ALTERNATIVES

1. Recommend executing a funding agreement with BART for a three-year period in an amount not to exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, as requested.
2. Recommend executing a funding agreement with BART for a three-year period in an amount not to exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CITIZENS ADVISORY COMMITTEE (CAC) POSITION

The CAC was briefed on this item at its September 2, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The total project will be funded by \$508,000 of federal Value Pricing Program grant funds, \$45,800 of Prop K sales tax funds, and \$400,000 of BART operating revenues, for an overall budget of \$953,800. Award of this funding agreement is contingent on the approval of the federal Value Pricing Program grant authorization by the California Department of Transportation, anticipated in mid-September. BART will use its own operating revenue to provide the required 20 percent match for its expenses. A portion of the proposed funding agreement will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of this agreement.

RECOMMENDATION

Recommend executing a funding agreement with BART for a three-year period in an amount not to exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions.

Attachment:

1. Draft Scope of Services



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RESOLUTION APPOINTING CYNDI BAKIR, JOANNA FONG, PETER GALLOTTA, BENJAMIN HORNE, AND JOLSNA JOHN 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 are currently five vacancies on the GCAC for a representative of the Richmond District, a representative of the Japantown/Fillmore area, a representative of the Tenderloin/Downtown area, and two At-Large representatives; and

WHEREAS, At its September 15, 2015 meeting, after review and consideration of all applicants' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Joanna Fong to the Richmond seat, Benjamin Horne to the Japantown/Fillmore seat, Peter Gallotta to the Tenderloin/Downtown seat, and Jolsna John and Cyndi Bakir to the At-Large seats, to serve on the GCAC for two-year terms; now, therefore, be it

RESOLVED, That the Transportation Authority hereby appoints Joanna Fong, Benjamin Horne, Peter Gallotta, Jolsna John, and Cyndi Bakir to serve on the GCAC for two-year terms; and



be it further


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




Memorandum

Date: 09.10.15 **RE:** Plans and Programs Committee
September 15, 2015

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

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Appointment of Five Members 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 are five vacant seats on the GCAC: one to represent the Richmond District, one to represent the Japantown/Fillmore area, one to represent the Tenderloin/Downtown area, and two at-large seats. The vacancies are due to the term expirations of five members. Four members whose terms are expiring are seeking reappointment. One at-large member is not. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 27 additional candidates. 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 (CAC).

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.

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. 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.

DISCUSSION

The purpose of this memorandum is to present the applications received for the open seats on the GCAC and to seek a recommendation to appoint five members to the GCAC for two-year terms. The five vacant seats on the GCAC include: one to represent the Richmond District, one to represent the Japantown/Fillmore area, one to represent the Tenderloin/Downtown area, and two at-large seats. Four members whose terms are expiring (Joanna Fong – Richmond, Benjamin Horne – Japantown/Fillmore, Peter Gallotta – Tenderloin/Downtown, and Jolsna John – At-Large) are seeking reappointment to the GCAC. The fifth member, Jonathan Goldberg, is not seeking reappointment due to work conflicts.

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

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

Recruitment: We solicited GCAC applications in January 2015 and 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 have received applications from 31 candidates, including the four members seeking reappointment. Attachment 1 provides a matrix summarizing the applications, including information about each person's affiliation to and interest in the Geary Corridor BRT project. Applicants were informed of the opportunity to speak on behalf of their candidacies at the September 15, 2015 Plans and Programs Committee meeting. Applicants were 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 five members to the GCAC.
2. Recommend appointment of fewer than five members to the GCAC.
3. 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 five members to the GCAC.

Attachments (2):

1. Geary BRT CAC Members
2. Geary BRT CAC Applicants

Enclosure:

1. Applications

Attachment 1. Geary BRT Citizens Advisory Committee Members, September 2015

Term Expiration	Name	Corridor Relationship / Interest / Affiliation					Residence		Work		Self-Identified:				
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Richmond (3 seats, 1 vacancy)															
Sep. 2015	Joanna Fong	x		x	x					1	Richmond			F	Chinese
Apr. 2016	Jonathan Foerster	x			x					1	Richmond			M	
Feb. 2017	Angela Paige Miller	x	x		x	x		Pedestrian, bicycling advocate		1	Inner Richmond		Stanford	F	Caucasian
Japantown/Fillmore (3 seats, 1 vacancy)															
Sep. 2015	Benjamin Horne	x	x		x					5	Lower Pac Heights/Upper Fillmore	3	Union Square/Lower Pac Heights	M	
Jan. 2016	Richard Hashimoto	part-time	x		x			Japantown Merchants Association		n/a	Vallejo, CA (part-time in W. Addition)	5	Japantown	M	Japanese American
Mar. 2016	Austin Spires	x		x	x					5	Fillmore	6	SOMA	M	
Tenderloin/Downtown (2 seats, 1 vacancy)															
Sep. 2015	Peter Gallotta	x			x	x		LGBT		6	Tenderloin	6	Civic Center	M	
Jul. 2017	Kevin Stull	x		x	x	x		Central City SRO Collaborative; Pedestrian Safety Advisory Committee		6	Tenderloin	6	Tenderloin	M	Caucasian
At-Large (5 seats, 2 vacancies)															
Sep. 2015	Jolsna M John	x			x			Pedestrian advocate		2	Lower Pac Heights			F	South Asian
Sep. 2015	Jonathan Goldberg	x	x		x			SF Beautiful		5	Lower Pac Heights			M	Caucasian
Oct. 2015	Paul Chan	x	x		x					1	Richmond	1	Richmond	M	
Apr. 2016	Margie Hom Brown	x			x			Chinese speakers		1	Richmond			F	Chinese

Term Expiration	Name	Corridor Relationship / Interest / Affiliation							Residence		Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Dec. 2016	Winston Parsons	x			x	x			Pedestrian and bicycle advocate	2	Inner Richmond/Jordan Park	6	SOMA	M	

Note: Shading denotes members with current term expirations.

Attachment 2. Geary BRT Citizens Advisory Committee Applicants, September 2015

Applicant Status	Name	Corridor Relationship / Interest / Affiliation						Residence		Work		Self-Identified:			
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Richmond (3 seats, 1 vacancy)															
Member, seeking reappointment	Joanna Fong	x		x	x					1	Richmond			F	Chinese
Applicant	Soumya Aleti	x	x	x	x		x	Pedestrian advocate, student	1	Lone Mountain	1	[not provided]	F	East Indian	
Applicant	Matthew Alvarez	x			x		x		1	Inner Richmond	3	Financial District	M	Latino	
Applicant	Cyndi Bakir	x		x	x		x	Pedestrian and bicycling advocate	1	Inner Richmond	1	Richmond	F	Euro-American	
Applicant	Jamie Choy	x			x			Pedestrian advocate	2	Sea Cliff/Outer Richmond	n/a	Oakland	M	Chinese-Caucasian	
Applicant	Sascha Cohen	x	x		x			Bicycling and pedestrian advocate	1	Inner Richmond	5	Inner Sunset			
Applicant	Gilbert Dair	x					x		1	Richmond	9	Mission			
Applicant	Emily Grimm	x	x	x	x		x	Pedestrian advocate	1	Outer Richmond	6	Financial District	F	Caucasian	
Applicant	Rene Hinojosa	x	x						1	Richmond	3	Financial District	M	Latino	
Applicant	Patrick Kennedy	x	x		x				1	Inner Richmond	3	Russian Hill	M	Caucasian	
Applicant	Sanford Kingsley	x	x		x				2	Richmond	1	Richmond	M	Caucasian	
Applicant	Kate Lazarus	x	x	x	x				1	Richmond	3	Jackson Square	F	Caucasian	
Applicant	David Lee	x	x		x		x		1	Richmond	1	Richmond	M	Chinese	
Applicant	Dylan MacDonald	x							1	Inner Richmond	6	SOMA			
Applicant	Suzie Moy	x	x				x		1	Richmond			F	Asian	

Applicant Status	Name	Corridor Relationship / Interest / Affiliation								Residence		Work		Self-Identified:	
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Applicant	Alexei Nikolaeff-Svensson	x	x	x	x	x			Bicycling advocate	1	Inner Richmond	1	Inner Richmond		
Applicant	Daniel Sisson	x	x		x			SF Transit Riders Union	1	Inner Richmond	3	Financial District	M	Mixed	
Applicant	Victoria Stephens	x			x	x				1	Richmond		Richmond	F	Caucasian
Applicant	Ventsislav Stoichev	x			x					1	Richmond	3	Financial District		
Applicant	Joe Strella	x			x			Pedestrian advocate	1	Inner Richmond	n/a	San Bruno	M		
Applicant	Mark Valentine	x	x		x			Pedestrian advocate	1	Richmond	1	Richmond			
Applicant	Kevin Watkins	x	x		x			Bicycling advocate	1	Inner Richmond		SOMA	M	Caucasian	
Applicant	Oleg Zhoglo	x	x		x				1	Outer Richmond	6	SOMA	M		

Japantown/Fillmore (3 seats, 1 vacancy)

Member, seeking reappointment	Benjamin Horne	x	x		x					5	Lower Pac Heights/Upper Fillmore	3	Union Square/Lower Pac Heights	M	
Applicant	Lotus Yee Fong	x	x		x	x		Pedestrian advocate	5	Western Addition				F	Asian
Applicant	Alan Kita	x	x	x	x				5	Western Addition	5	Western Addition		M	Asian American
Applicant	William Newsom	x	x		x			Bicycling advocate	5	Western Addition	3	Financial District		M	

Tenderloin/Downtown (2 seats, 1 vacancy)

Member, seeking reappointment	Peter Gallotta	x			x			LGBT	6	Tenderloin	6	Civic Center		M	
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At-Large (5 seats, 2 vacancies)

Member, seeking reappointment	Jolsna M John	x			x			Pedestrian advocate	2	Lower Pac Heights				F	South Asian
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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
Applicant	Elliott Talbot				x					2	Marina	3	Financial District		
Applicant	Jeffrey Wood	x	x			x				8	Noe Valley	8	Noe Valley	M	

Note: Applicants eligible for neighborhood-based seats are also eligible for At-Large seats.

RESOLUTION ALLOCATING \$9,878,876 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$120,800 IN PROP K FUNDS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received fourteen requests for a total of \$9,999,676 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: 3rd Street Light Rail (Phase 1), Caltrain Capital Improvement Program (CIP), Caltrain Relocation of Paul Street to Oakdale, Caltrain Vehicles, Caltrain Facilities, Caltrain Guideways, Street Repair and Cleaning Equipment, Transportation Demand Management/Parking Management and Transportation / Land Use Coordination; and

WHEREAS, As a prerequisite for the 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, Eleven of the fourteen 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) request for the 4th Street Bridge Settlement and the Peninsula Counties Joint Powers Board's (PCJPB's) request for the Los Gatos Creek Bridge Creek Replacement require Prop K Strategic Plan amendments to advance funds in the 3rd Street Light Rail (Phase 1) and the Caltrain Capital Improvement Program (CIP) categories, respectively, as detailed in the enclosed allocation request forms; and

WHEREAS, PCJPB's requests for the Los Gatos Creek Bridge Creek Replacement and



Systemwide Track Rehabilitation projects require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$9,878,876 in Prop K funds, with conditions, and appropriating \$120,800 in Prop K funds for all fourteen 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 September 2, 2015 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 15, 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 allocates \$9,878,876 in Prop K funds, with conditions, and appropriates \$120,800 in Prop K funds, 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. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

1. Prop K Allocation Request Forms (14)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ 16,610,671	23%	88%	Construction	6
Prop K	7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ 26,943,000	69%	98%	Construction	Citywide
Prop K	7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ 1,728,000	69%	85%	Design	Citywide
Prop K	7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ 1,364,000	69%	89%	Design	10
Prop K	7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ 2,505,000	69%	76%	Design	Citywide
Prop K	14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ 2,037,203	70%	2%	Environmental, Right of Way	10
Prop K	17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ 4,000,000	84%	58%	Construction	Citywide
Prop K	20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ 1,530,000	90%	89%	Construction	6
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ 1,800,000	90%	82%	Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ 7,490,000	78%	81%	Construction	Citywide
Prop K	35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ 738,072	29%	0%	Procurement	Citywide
Prop K	43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ 79,872	54%	0%	Construction	Citywide
Prop K	43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ 953,800	54%	95%	Construction	Citywide
Prop K	44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ 100,000	40%	0%	Planning	3
			TOTAL	\$ 9,999,676	\$ 67,879,618	60%	85%		

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: PCJPB (Peninsula Counties Joint Powers Authority); SFCTA (San Francisco County Transportation Authority); SFE (San Francisco Department of the Environment); and SFMTA (San Francisco Municipal Transportation Agency).

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 Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ -	Requested funds will be used for the San Francisco Municipal Transportation Agency's share of settlement costs associated with the 4th Street Bridge seismic retrofit and rehabilitation project, also known as Segment A of Third Street Light Rail Phase I (Initial Operating Segment). The City and County of San Francisco and the Federal Highway Administration are also providing funding for the settlement costs.
7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ -	Funds will be used to construct a new three-track bridge with improved seismic performance to replace the existing two-track Los Gatos Creek Bridge, near Diridon Station in San Jose.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ -	Prop K funds would be used for design of the Brisbane tunnel and track rehab project, which will rehabilitate the track structure and drainage system in Tunnel #4 in Brisbane.
7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ -	Requested funds will be used for design phase to retrofit or replace the Marin Street and Napoleon Avenue bridges in San Francisco. These structures have reached the end of their useful lives and the area under them has become a security and safety concern. Design is expected to be complete by December 2016.
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ -	Caltrain will use Prop K funds to design fiber-optic communication connections between the Positive Train Control project and existing Caltrain systems, as recommended by Caltrain's Fiber Connectivity Study.
14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ -	SFPW is requesting \$1,914,000 to purchase right of way, currently owned by the Union Pacific Railroad for construction of the new Quint-Jerrold Connector Road, and \$17,350 for regulatory staff support for additional archaeological investigation and ongoing design review. SFCTA is requesting \$75,000 to procure a consultant for the additional archaeological investigation.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Prop K funds will be used to perform overhaul work on the Caltrain fleet of locomotives, Bombardier car and gallery rail car systems.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	Requested funds will be used to install train departure monitors at the San Francisco 4th & King and San Jose Diridon stations to provide real-time information to passengers. The project will be open for use by July 2017.
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	Funds will be used for the rehabilitation of various elements of passenger stations, including replacement of passenger shelters, replacing center track fences, etc.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	Requested funds will be used for work required to keep the Caltrain tracks in a state of good repair. Examples of work include replacement of rails, joints and ties.
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	SFPW is requesting Prop K funds to procure 1 flusher truck, two high pressure surface cleaning and water recovery systems, 1 bike path sweeper and 1 pothole patch truck. SFPW expects all equipment to be in use by May 2017.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	Prop K funds will be used to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance through September 2016, and implement steps to automate administration. The ordinance requires San Francisco employers to offer commuter benefits to encourage employees to walk, bike, take transit and rideshare. This project's scope includes administration of ordinance compliance such as updating and producing materials, outreach to employers, tracking program metrics, and updating the compliance process.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	We are requesting Prop K funds to leverage \$908,000 in federal grant and BART operating funds for a pilot program to mitigate congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot will alleviate congestion on BART in the short-term while longer-term solutions are developed; support continued ridership growth; support implementation of the Bay Area vision for focused growth around transit; and demonstrate a successful proof-of-concept of providing direct incentives to shift travel behavior and mitigate congestion. Engagement with employers and commuters will occur over a 6- to 9-month period. Overall program length of 2.5 years includes marketing plan, development of incentives, and evaluation, and is scheduled for completion in spring 2018.
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	Requested funds will be used to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for Kearny and Montgomery Streets between Market and Broadway to increase pedestrian safety, enhance transit performance, and develop north- and south-bound bicycle facilities in the corridor. This project will build upon recommendations in the Transportation Authority's Chinatown Neighborhood Transportation Plan. SFMTA anticipates completing the final report by December 2016, including key findings, recommendations, next steps, and an implementation and funding strategy.
TOTAL			\$ 9,999,676	\$ -	

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
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ -	The Prop K Strategic Plan includes \$5.9 million in FY 2016/17 as the only remaining funds in the 3rd Street Light Rail (Phase 1) line item and by Board policy these funds are designated for the Southern Intermodal Terminal (Segment S). This policy was adopted recognizing that Segment S was part of the original approved scope of the Initial Operating Segment, but was deferred due to cost increases. Funding this request requires a Prop K Strategic Plan amendment to amend the aforementioned policy and advance \$2,029,582 of the \$5.9 million from FY 2016/17 to FY 2015/16. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project is covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program. Our recommendation includes a Special Condition that the SFMTA's commitment (i.e. non-Prop K funds that SFMTA needs to contribute) to Segment S has increased over time and now totals \$12.8 million should the project move forward. See page 3 of the enclosed allocation request form for more details.
7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ -	[NOTE A]: Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Strategic Plan amendment to advance a total of \$223,756 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Capital Improvement Program (CIP) category. This amendment will slightly increase financing costs for the Caltrain CIP category by \$178,590, from \$3,172,413 to \$3,351,003, which we consider to be insignificant. This request also requires a corresponding 5YPP amendment , which includes programming \$150,000 in cumulative remaining capacity in FY 15/16.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ -	See Note A.
7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ -	See Note A.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ -	See Note A.
14	SFPW, SFCIA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ -	Our recommendation includes a Special Condition that if, after two years following the close of escrow, the SFCIA determines that the connector road is not advancing adequately toward project implementation (e.g. design is complete), the SFCIA may request that the City and County of San Francisco attempt to sell the right of way purchased with Prop K funds at its then-fair market value and return to the Transportation Authority the lesser of: the sales proceeds (net of the cost of the sale and City's cost of holding the property in the interim) or the original \$1,914,000 Prop K funds plus interest equal to the rate of the City's treasury pool.
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Prop K Strategic Plan amendment to advance a total of \$564,088 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Vehicles category. This amendment will slightly increase financing costs for the Caltrain Vehicles category by \$338,192, from \$1,613,956 to \$1,952,147, which we consider to be insignificant. This requires a corresponding 5YPP amendment , which includes programming \$2,742 in cumulative remaining capacity in FY 15/16.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	5YPP amendment: Our recommendation is contingent on a 5YPP amendment to program \$79,113 in cumulative remaining capacity in FY 15/16.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	Our recommendation is contingent on administrative amendment to a prior allocation for street repair and cleaning equipment to allow \$195,195 in unneeded funds to be used for the subject project.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	
TOTAL			\$ 9,999,676	\$ -	

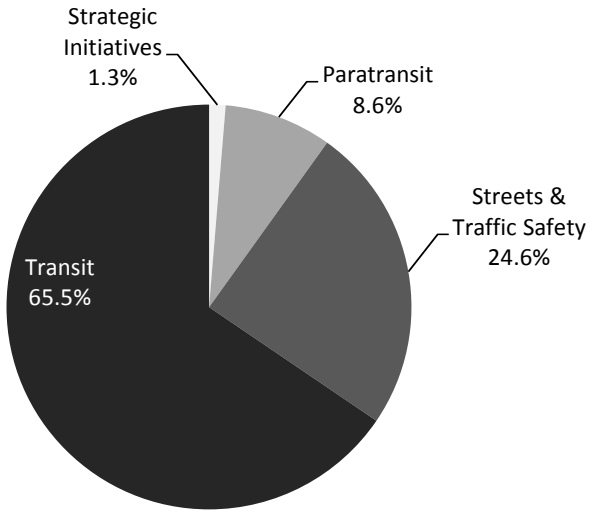
¹ See Attachment 1 for footnotes.

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

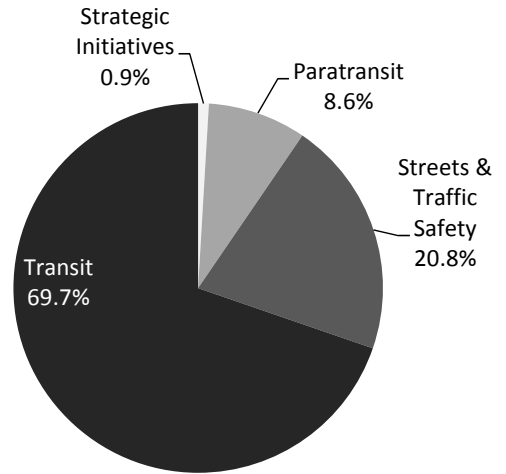
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -
Current Request(s)	\$ 9,999,676	\$ 6,836,659	\$ 3,147,903	\$ 15,114	\$ -	\$ -
New Total Allocations	\$ 123,698,314	\$ 95,249,273	\$ 27,683,927	\$ 765,114	\$ -	\$ -

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: 09.09.15 **RE:** Plans and Programs Committee
September 15, 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 \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Plans and Programs Committee. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$5 million for San Francisco's Fiscal Year (FY) 2015/16 member contribution to the Caltrain capital budget for state of good repair projects, including new train departure monitors at the 4th and King Station and the design phase for the retrofit or replacement of the Marin Street and Napoleon Avenue bridges. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million for its share of settlement costs associated with the 4th Street Bridge Seismic Retrofit and Rehabilitation Project (Segment A of the Third Street Light Rail project), as well as \$100,000 for the District 3 Neighborhood Transportation Improvement Program planning project to increase safety, access, and connectivity along Kearny and Montgomery streets. San Francisco Public Works is requesting \$738,000 to procure street repair and cleaning equipment, and with the Transportation Authority, is requesting \$2 million to acquire the right of way and perform archaeological investigation of the future site of the Quint-Jerrold Connector Road. We are also requesting \$45,800 to leverage over \$900,000 in federal grant and Bay Area Rapid Transit (BART) funds to pilot an innovative program aimed at mitigating rush hour congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. Finally, San Francisco Environment is requesting \$80,000 to administer and conduct outreach to San Francisco employers on the Commuter Benefits Ordinance. Fully funding Caltrain and SFMTA's 4th Street Bridge Settlement requests requires Prop K Strategic Plan amendments and corresponding 5-Year Prioritization Program amendments to advance funding from later fiscal years to FY 15/16.

BACKGROUND

We have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Plans and Programs Committee at the September 15, 2015 meeting, for potential Board approval on September 22, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- 3rd Street Light Rail (Phase 1)
- Caltrain Capital Improvement Program (CIP)

- Caltrain Relocation of Paul Street to Oakdale
- Caltrain Vehicles
- Caltrain Facilities
- Caltrain Guideways
- Street Repair and Cleaning Equipment
- Transportation Demand Management/Parking Management
- Transportation / Land Use Coordination

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 3rd Street Light Rail (Phase 1), which is a single-project category programmed directly in the Prop K Strategic Plan.

DISCUSSION

The purpose of this memorandum is to present fourteen Prop K requests totaling \$9,999,676 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 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.

Strategic Plan Amendments: Caltrain's requests require a Strategic Plan amendment to advance a total of \$787,844 in unprogrammed capacity from Fiscal Year (FY) 2033/34 to FY 2015/16 in the Caltrain CIP (\$223,756) and Vehicles (\$564,088) categories. This continues the trend of advancing Prop K sales tax funds for the Caltrain CIP and its share of the Vehicles, Facilities, and Guideways categories so that Prop K can temporarily provide San Francisco's annual local capital match contribution, relieving the San Francisco Municipal Transportation Agency (SFMTA) of this financial burden until Prop K sales tax funds are exhausted for Caltrain. The last year of funding for Caltrain local capital match in Prop K is currently FY 2022/23. The amendment triggered by Caltrain's request would result in an increase of \$516,782 in financing costs in the Caltrain CIP (\$178,590) and Vehicles (\$338,192) categories, which we consider to be insignificant.

SFMTA's request for the 4th Street Bridge Settlement requires a Strategic Plan amendment to advance \$2,029,582 in FY 2016/17 funds to FY 2015/16, and amend the Board policy that programmed all remaining Prop K sales tax funds in the 3rd Street Light Rail (Phase 1) category for the Southern Intermodal Terminal (Segment S) to fund the subject request. The amount of Prop K sales tax funds for Segment S, originally part of the Initial Operating Segment, has been reduced over time by advancing these funds to SFMTA to cover cost increases for Phase 1. The current request brings SFMTA's commitment (i.e., non-Prop K sales tax funds that SFMTA needs to contribute) to Segment S to \$12.8 million should the project move forward. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project is covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program.

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 attend the CAC meeting to answer questions.

ALTERNATIVES

1. Recommend allocation of \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 2, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$9,878,876 and appropriate \$120,800 in FY 2015/16 Prop K sales tax funds, with conditions, for a total of fourteen requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms. The impact of the proposed Prop K Strategic Plan amendments would be an estimated \$526,782 in additional financing costs, less than .01% of projected financing costs over the 30-year life of the Expenditure Plan.

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 proposed 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

Recommend allocation of \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 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 (14)