



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, March 22, 2016; 11:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Wiener (Chair), Mar (Vice Chair), Avalos, Breed, Campos, Cohen, Farrell, Kim, Peskin, Tang and Yee

Clerk: Steve Stamos

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On March 12, Transportation Secretary Anthony Foxx named San Francisco one of the seven finalists in the U.S. Department of Transportation's (DOT's) Smart City Challenge Grant program. This competition showcases the ways that innovative technologies and mobility services can help reduce congestion, cut carbon emissions and increase traffic safety in our nation's urban areas. The DOT will award \$50 million to the winning city in June. San Francisco's application was led by the San Francisco Municipal Transportation Agency (SFMTA), in partnership

Board Meeting Agenda

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

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

12. Public Comment**13. Adjournment***** Additional materials**

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 23, 2016

1. Roll Call

Chair Wiener called the meeting to order at 11:05 a.m.

Present at Roll Call: Commissioners Avalos, Breed, Mar, Peskin, Wiener and Yee (6)

Absent at Roll Call: Commissioners Campos, Kim and Tang (entered during Item 2), Cohen (entered during Item 3) and Farrell (entered during Item 5) (5)

2. Chair's Report – INFORMATION

Chair Wiener reported that although the year had just begun, there were several exciting developments to report, particularly regarding rail transportation. He said the week prior he was pleased to see the California High Speed-Rail Authority release its Draft 2016 Business Plan, which proposed to construct the northern segment of High-Speed Rail, from the Central Valley to the Bay Area, as the next priority segment, following completion of the Fresno to Bakersfield portion which was currently under construction. He said the city was very excited by this development and was working with agencies at the state, regional and local levels to bring trains into San Francisco, and specifically the new Transbay Terminal, by 2025. He said in a related planning effort, the San Francisco Planning Department was holding a series of public meetings to present its multi-agency program known as the Railyard Alternatives and I-280 Boulevard Feasibility Study, or "RAB". He said this study was examining options for the Downtown Rail Extension (DTX) of Caltrain and High-Speed Rail, together within an integrated land use and transportation vision for the South of Market/Mission Bay area. He said it was being coordinated with many efforts in the area, including the Transportation Authority's Freeway Corridor Management Study and the Metropolitan Transportation Commission's (MTC's) Transit Core Capacity Study, which was looking at a second potential transbay tube. He noted that Planning Department staff would be presenting on the RAB study at the Transportation Authority's Citizens Advisory Committee the following week.

Chair Wiener said that a third rail-related development was that the San Francisco Municipal Transportation Agency (SFMTA) had released its Rail Capacity Strategy for Muni the week prior. He said that in light of the heavy ridership demands and the significant growth needed to accommodate them, it was critical for the city to better understand the capacity and reliability needs across the Muni rail network over the next 25 years. He said the city must invest in strategies to remove bottlenecks as well as consider new lines to maintain the city's livability and accessibility. He said that he looked forward to learning more about SFMTA's proposals and how the city could integrate Muni, BART, Caltrain and High-Speed Rail system needs into the countywide long-range plan, as well as in the Subway Master Plan that he requested the year prior. He said for more information, the public could visit SFMTA's website at sfmta.com or people could attend the

Transportation Authority's Citizens Advisory Committee meeting on the following Wednesday.

Chair Wiener said that all of this rail planning was still in the early stages and would entail a lot of public outreach and technical studies to refine and prioritize it. He said that moving any of these projects forward would require cooperation and sustained funding efforts across local, regional, state, federal and private entities. He noted that in fall 2016, in addition to supporting the planned BART bond, the city would have an opportunity to place a local transportation measure on the ballot, which he hoped to focus on in the coming months with the Board and Mayor Lee. He said that as part of that conversation, it was critical to consider issues of affordability, access and equity. He thanked Muni's Director of Transit, John Haley, for attending the meeting to present on SFMTA's Equity Analysis and Policy Framework and recognized Commissioner Avalos' leadership on the issue. He also recognized Commissioner Campos' leadership and thanked MTC and the Association of Bay Area Governments for holding a very successful regional affordable housing and anti-displacement workshop the previous weekend in Oakland. He noted that the conference was well attended and laid important groundwork on potential strategies and solutions with the city's counterparts across the region.

Commissioner Mar stated that he had recently attended the 15th Annual New Partners for Smart Growth conference in Portland, which was organized by a local government commission based in Sacramento. He noted that Portland had a smaller population than San Francisco, though the entire Portland metropolitan area had a population of about 2.4 million people. He said that he was able to attend several different workshops with local leaders from across the country, though there were many from the San Francisco Bay Area. He said that one workshop that he found particularly interesting was regarding the tent cities located in Seattle and in Portland's Chinatown. He said that Portland's tent city was run by a non-profit, and that it was more of a collective as it included formerly homeless people living as a community while they received supportive services. Commissioner Mar said another workshop he attended looked at bus rapid transit systems and their impact on displacement, and that he learned a lot from the city of Boston. He said that Boston conducted an analysis on their Silver Line which looked at mitigating impacts not only on lower income people but seniors and people with disabilities as well. He said their vision of a transit system was that it should not displace existing residents but rather make their lives better during the influx of new residents and implementation of rapid transit. He said that he also had the opportunity to walk downtown Portland with Dan Burden of the Walkable and Livable Communities Institute, and was able to see how Portland implemented pedestrian safety features, which led him to do a walking audit in District 1. Lastly, Commissioner Mar said that Portland had a great bikeshare system and overall transportation system, and that he learned a lot from the conference which he would be using locally and regionally.

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 January 26, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin, Tang, Wiener

and Yee (10)

Absent: Commissioner Farrell (1)

Items from the Finance Committee

5. Adopt Positions on State Legislation – ACTION

Chair Wiener severed Assembly Bill (AB) 1641 and Assembly Bill First Extraordinary Session (ABX1) 25 from the Finance Committee recommendation for separate consideration.

During public comment, Gilbert Criswell requested that the Board and Executive Director lobby San Francisco's state representatives, including Senator Mark Leno and Assemblymembers Phil Ting and David Chiu, for funding for the Central Subway extension to North Beach. He said the south side of the city was essentially cut off from the north side of the city, and that from where he resided it was difficult to travel to North Beach in that he had to transfer to three different buses. He noted that with the surplus in the state budget, there should be funds available.

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

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

Absent: Commissioner Farrell (1)

Chair Wiener stated that these two pieces of legislation, which he believed were identical, would clarify that the city had local control to determine whether or not to allow a private shuttle to use a public transportation stop. He said that staff had initially taken a watch position on the legislation, but that the Finance Committee voted to change the position to oppose. He noted that this had also happened the prior year, but that at the following Board meeting the Board voted to move back to a watch position. He said that this legislation simply stated whether a local jurisdiction had local control over whether private shuttles could utilize a public transportation stop, and that it did not require San Francisco or any other city to allow any particular shuttles to use public transportation stops. He said that thousands of residents in San Francisco relied on employer provided shuttles to travel to and from work each day, and that these shuttles took many cars off the road, and that if there were no shuttles the employees would instead use their car to get to work. Chair Wiener noted that later in the day, the Board of Supervisors would consider an appeal related to the SFMTA's commuter shuttle program, and that several members of the Board had expressed support for the program and to make it better. He said that if Commissioners did indeed support the program, then they should not oppose a bill that would simply provide clarification that the city would have local control to decide whether the shuttles used the stops. He noted that there had been legal contention by opponents of the shuttle program that the city actually lacked local control to allow the shuttles to use the stops. He said this stemmed from a dispute over the interpretation of the California Vehicle Code, which would ultimately be decided through the court system. He concluded that if Commissioners supported the shuttle program and wanted a better program, then it would make sense to support having explicit local control to make that decision.

Chair Wiener moved to amend the positions on AB 1641 and ABX1 25 from oppose to watch, seconded by Commissioner Tang.

Commissioner Campos stated that he respectfully but strongly suggested that the Board vote against Chair Wiener's motion, and noted that Chair Wiener had also opposed the Free Muni for

Youth program. He said that the settlement over the commuter shuttle program was protecting the program and that there was inaccurate and untrue information regarding the settlement. He said that this legislation was also about protecting local control, given that the Board of Supervisors' legislation already provided local control, and that the city should not allow the employers providing the shuttles to do whatever they like. He added that the settlement forced the employers to listen to the community and work with the neighborhoods to take into account the concerns of residents.

Commissioner Peskin requested that individual Commissioners explain to their colleagues on the Board and to the members of the public what their vote meant, and that the Board should demand that level of respect from one another.

Chair Wiener stated that there was nothing inappropriate or disrespectful about a Commissioner articulating their perspective and that he believed it was not consistent for Commissioners to say that they supported a strong shuttle program while opposing state legislation that would clarify that San Francisco and other cities have complete and utter local control. He said that there were people opposed to the shuttle program contending that the California Vehicle Code banned San Francisco from allowing the shuttles to use Muni stops, and that the settlement would become meaningless if the shuttles could no longer use those stops, so therefore the city should seek clarity under state law. Regarding Commissioner Campos' comment, he noted that he had expressed concerns regarding the funding for the Free Muni for Youth program but as a member of the MTC he represented San Francisco's position and voted in favor of the regional funding for the program. Chair Wiener said that if the shuttle program was to succeed, in terms of being able to transport thousands of San Francisco residents to and from work and being able to continue to have the leverage to charge a fee and to decide which routes the shuttles can travel on, then the Board should be supporting, or at a minimum not opposing, legislation that would clarify that San Francisco had local control over those decisions.

Commissioner Peskin questioned whether the SFMTA's commuter shuttle program was legal. He noted that the city had been sued over the program but that it was the city's position that the California Vehicle Code was not undermined by the program and that it was in fact legal. He said if that was the case then then this legislation should not be controversial, and that it seemed like an after the fact attempt to legalize something under state law. Commissioner Peskin said that there was a fundamental principle at stake that public transportation stops in San Francisco, which carried over 700,000 people per day, were meant exclusively for the public. He said that he would rather have the 9,000 people riding in commuter shuttles rather than in personal vehicles, but that the shuttle program may be illegal on that principle even though it was approved by the SFMTA Board.

Commissioner Kim stated that the issues surrounding the commuter shuttle program had been conflated and that it was really about whether the shuttles could stop wherever they would like. She said it appeared that the entire Board supported the shuttle program because they recognized that it exists and that it removes many cars off the roads, but that many Commissioners questioned whether it was necessary for the shuttles to have 125-200 stops throughout the city. She said the shuttles could not operate the same way that Muni buses and the public transportations system operated, but that there could still be a strong shuttle program. She said the program should be built with a lot of different balances in place and that it was not just based on one set of stakeholders. Commissioner Kim said that the roadways, streets and curbs had to be shared since most residents could not use the private shuttles. She said the program should take into account road wear, the width of streets, traffic congestion, as well as the inconveniences the shuttles placed

on neighborhoods, as the large commuter shuttles were intimidating and could cause pedestrian safety issues and conflicts. She said the program did not have to exist as it currently was, and that if Commissioners wanted a different program it didn't mean that they were against the commuter shuttles, and that the Board should stop conflating the two. She said there were ways to balance the needs of all residents, including those taking Muni, walking or cycling, without inconveniencing any of the shuttle riders.

Chair Wiener said that he appreciated Commissioners Kim's comments regarding balancing needs but said that if a court were to determine that the city lacked the authority to allow the shuttles to use even one Muni stop, then that would completely undermine the city's ability to achieve that balance. He reiterated that the legislation did not require the city to use any stops, and that it would only give the city the ability to make that determination as a local jurisdiction, with all the stakeholders and needs at the table. He added that opposing the legislation was not consistent with supporting the shuttle program.

During public comment, Bob Planthold stated that he supported the Finance Committee recommendation and therefore opposed this motion. He noted that San Francisco was not the only city that would be affected this legislation, and that small transit systems on the edge of the Silicon Valley would have difficulty withstanding the financial pressure. He said that the legislation was overly broad and simplistic and that it did not take into account many of the considerations that the city's pilot program did, such as dwell time and if the shuttles were accessible. Mr. Planthold said that the legislation neglected a lot of factors that San Francisco was working on, and that opposing the legislation did not mean that they opposed the shuttle program. He added that the program was meant to make the shuttles safe and convenient for all without impairing or interfering with public transit.

Gilbert Criswell commented that he agreed with Commissioners Campos and Kim and that he thought Chair Wiener was politicizing the issue, so as a member of the public he recommended opposing the legislation.

The motion to amend the positions on AB 1641 and ABX1 25 from oppose to watch was defeated by the following vote:

Ayes: Commissioners Farrell, Tang and Wiener (3)

Nays: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin and Yee (8)

The oppose positions on AB 1641 and ABX1 25 were approved by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin and Yee (8)

Nays: Commissioners Farrell, Tang and Wiener (3)

Items from the Plans and Programs Committee

6. Adopt the Fiscal Year 2016/17 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

7. Appoint Peter Tannen 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, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

8. Allocate \$49,341,000 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

Items for Direct Board Consideration

9. Revise the Structure of the Vision Zero Committee of the Transportation Authority – ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

10. Equity Strategy for the San Francisco Municipal Transportation Agency – INFORMATION

John Haley, Director of Transit at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Commissioner Avalos stated that in 2014 he introduced a charter amendment to look at how Muni could establish an equity framework for how it allocated funding for operations and capital. He said ultimately it was not moved forward but that there were several meetings with community stakeholders and that a foundation was built. He said now that effort had been revitalized and Muni would be putting forward an Equity Strategy each year to address some of the inequities across the city. He noted that resources, especially capital, were not spread equally across the city, and that District 11 was an example of this. He said there were two projects within one area that he was especially concerned about, one being passengers getting off the M-Line and crossing San Jose Avenue against traffic, and the other being passengers crossing Geneva Avenue and having to walk along a very narrow Muni line to access the Balboa Park station. Commissioner Avalos said that he had brought up these issues for several years but they had never been addressed. He said the outlying neighborhoods in the city often didn't have the Muni or transit facilities that other neighborhoods have, and that this inequity, along with issues of affordability, were a major point of emphasis for him. He noted that the SFMTA had made strides in affordability, including the Free Muni for Youth program as well extensions on discounted fare rates for people with fixed income, such as seniors and people with disabilities. He said he was interested to see how the discussion would move forward, and that he wanted to look at how the city could strengthen its deficiencies, such as allocating resources to neighborhoods that are reliant on Muni and don't have other transit options.

Commissioner Tang commented that this type of study had not been done before. She noted that

the map that outlined communities of concern did not include an area near District 7 which encompassed Park Merced and San Francisco State University, though based on the most recent census she would expect it should be. Mr. Haley responded that the identified area had a high student population, and based on the criteria and approach used in this study, that was not one of the top seven areas and would likely be in the next tier of communities of concern. He added that the service improvements being offered in this strategy would benefit that area greatly however, especially on the rail side, and that he could provide a list of service changes and impact that would affect that area.

Commissioner Tang said that the general recommendations offered in the strategy included improving reliability and reducing crowding, and requested that a more detailed list of recommendations be provided at a Plans and Programs Committee meeting or other venue in order to take a deeper look at what key needs were identified and what type of metrics were used to figure out how Muni could better serve the various neighborhoods. Mr. Haley responded that the metrics were based on discussions with community groups and a review of the data, and that those metrics led them to the Mission corridor and other corridor improvements that were in the process of being implemented.

Commissioner Avalos said that the public had focused on issues of headways and reliability, but that he was also interested to see what capital, facilities and structures would be put in place to improve the experience of Muni riders and transit users. He said there were numerous places such as the Balboa Park station area that were not ideal and not receiving a lot of attention, while other areas of the city received a large portion of the capital dollars. Mr. Haley responded that the SFMTA was investing in the Muni maintenance facility but had a long way to go in looking at facilities across the city. He said SFMTA had just entered into a two-year study and was evaluating its internal and key passenger facilities such as stations and how they could be affected, but that overall they were committed to improving facilities. Commissioner Avalos said that this was an ongoing issue in District 11 and requested a briefing to discuss the M-Line and pinch point at the Balboa Park Station, as those were issues that needed to get picked up by the equity strategy.

Commissioner Mar commented that signal prioritization increased efficiency by 10-20%. He said he appreciated that the strategy would provide better service for the seven communities of concern, which included the lowest income and least supported neighborhoods, and noted that it would help improve the entire Muni system. He said that for District 1, the 31-Balboa, 38-Geary, and 5-Rapid lines would see improvements as a result even though they didn't touch one of the seven identified areas, and that they would also help District 1 residents travel to and from the core of the city a lot better.

Chair Wiener stated that he was supportive of the direction of the strategy, especially that it focused on some of the lowest income neighborhoods and those that were most transit dependent, particularly in the southern and southeast areas of the city. He noted that some neighborhoods in these areas had a real problem in the amount of time it took residents to get to the core of the city, but that this was a good start. He said that in addition to the equity factors that were analyzed for the study, it could also look at expected future population density. He said that Chinatown already had an incredibly high density and transit use, and that although it was transit rich it was still intensely overcrowded, and that having enough service was another part of the equity issue. He said that on the map in the presentation, there were portions of Districts 6 and 10 between the South of Market area and the Bayview that would be absorbing a large amount of housing, and that while it may not be low income, it was important to ensure that there was transit to support the housing. Chair Wiener said that another aspect for SFMTA to take into account was

late night and early morning transportation access. He said this was a major equity issue as many workers started work late at night and didn't get off until the early morning, many of whom were working class or low income, and that they didn't have any other transportation options because either they didn't own a car or could not park where they work. He added that tough resource decisions had to be made and that rush hour would always receive priority because of the number of riders, but that someone trying to get home from work when BART and the Muni subway were closed had to deal with infrequent OWL service, and that it should be part of the calculus. Mr. Haley responded that the late night issue had come out of discussions during the equity study, and that starting in April there would be new improvements introduced. He said OWL service would be increased from every 45 minutes to every 30 minutes to make better connections, and that two new routes would be added to close gaps in the areas that were mentioned. He said the 45 route would go from Castro to 3rd Street and the 44 route would go from Glen Park to the Bayview. He added that this was an issue they heard from community groups and that they would be moving forward to strengthen service in this area, but that most importantly this strategy had embedded principles to look at the entire system during all hours. Chair Wiener stated that he appreciated the increase in the OWL service, but that even beginning at 8:00 or 9:00 PM, before the OWL service began, service dropped off significantly.

Commissioner Avalos asked how the SFMTA would ensure that these measures would be implemented and what oversight would be in place to make sure the changes were being made. He continued that once a deficiency was identified, how would the SFMTA Board be involved and what would the recourse be.

Mr. Haley said that the first part of the process was tying the improvements to the budget process, which would allow them to use service dollars to address those needs. He said they would come back to the SFMTA Board and possibly the Transportation Authority Board on an ongoing basis to look at how well they were doing on cost per trip and ridership performance. Going forward, he said it would be anchored into the processes and systems currently in place so that it would be monitored on a regular basis and reported on. He added that the budget process was key because it put the numbers out there and gave policymakers an opportunity to review how the funds were being spent.

During public comment, Peter Straus with the San Francisco Transit Riders Union (SFTRU) said that it was unusual for a new program to come along in the city with any controversy. He said that the community advocates worked closely with the SFMTA in developing the strategy and that the SFMTA had been responsive and grasped what SFTRU was trying to achieve. He said he looked forward to seeing how needs would be identified in the future and how this would be turned into a living process in order to improve the city. He added that it reflected well on the working relationship between the SFMTA, community advocates and residents.

Bob Allen with Urban Habitat said that he had worked closely with SFMTA staff and a range of stakeholders over the past two years on this strategy. He said there were concerns about the communities of concern identified, but that this was a good foundation and would change over time to adapt with the city. He said this strategy served as a potential model for neighborhood-based analysis and community identified needs, where resources would be allocated to address deficiencies. He said as the SFMTA moved forward with implementing this strategy, they could use it to build public support and confidence for future ballot measures by showing communities the resulting benefits. Mr. Allen said that Urban Habitat changed to a more flexible position on the nature of specific policy interventions, which ranged from supporting service increases to capital improvements to line management changes. He said that he hoped this analysis would help

inform and maintain flexibility for funding sources to address the city's large range of needs, and that this would demonstrate how the city could work together to attract broader support on building a better transportation system.

Chema Hernandez Gil with San Francisco Bicycle Coalition (SFBC) stated that he supported the equity strategy and believed it was a good step towards addressing disparities in the city's transit system. He said a successful strategy would serve as a model for a comprehensive transportation strategy that would lead to smarter, targeted and more responsive investments that would result in safe and comfortable transportation alternatives for all San Franciscans. He said by implementing street safety and complete streets projects such as the Potrero streetscape, the 14-Mission Rapid, and the San Bruno multi-modal improvement project, and programs like Muni Forward and Vision Zero, the city would continue to make non-auto modes safer and more attractive. He said the strategy built upon the great work of stakeholders and community groups, and noted that SFBC had seen more collaboration between pedestrian and bike safety projects, particularly along high injury corridors and transit projects.

Angelina Yu with Chinatown Community Development Center, said that she supported the equity strategy and applauded the approach to look at rider experiences in the city's high-needs neighborhoods. She said the neighborhoods identified in the strategy were transit dependent and low income, and that these socio-economic factors made public transportation a lifeline for residents. She said the strategy put forward a living dashboard for what that rider experience look like, and where SFMTA could step in to identify those weaknesses and address them. She said the tool kit in the strategy really showed the flexibility between identifying whether it would be a service need, capital rolling stock need, or an adjustment to the service management side, which could make a huge difference for rider experiences on the ground from the Bayview to Chinatown. She said she looked forward to continue working on this and for the rollout of the 2017/18 recommendations.

Other Items

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Andrew Yip spoke about personal wisdom.

Peter Straus with the San Francisco Transit Riders Union urged the Board to support to the amendments to the transportation sustainability fee which would be heard by the Board of Supervisors later that day. He noted that during the Executive Director's Report, Director Chang had touched on the limited transportation funding available at the state level, which made the fee all the more important. He said the transportation sustainability fee would reestablish or raise the contributions from the commercial sector closer to the 25% level, which was the historic floor of the portion of the nexus fee contributed by commercial development, and was closer to what residential developers were required to contribute.

Gilbert Criswell urged the Board to respect 18, 19 and 20 year old young adults by providing them with free Muni service, especially since they had the right to vote. He also said that Super Bowl 50 did not produce the anticipated revenue for the Castro area and that local merchants lost a lot of revenue from the event and that residents were upset. He added that during the Super Bowl 50 events, Muni was irresponsible by providing only incremental service.

Bob Allen with Urban Habitat commented that the transportation sustainability fee, which would be considered by the Board of Supervisors later that day, was good policy and harmonized the amount of revenue that could be raised. He said that with a potential revenue measure on the fall ballot, it was important for the city to make sure that new developments were contributing to transit funding.

13. Adjournment

The meeting was adjourned at 12:39 p.m.

RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

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

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

WHEREAS, On March 8, 2016, the Finance Committee reviewed and discussed the attached state legislation matrix, and subsequently approved a motion amending the staff recommendation to change the position on Assembly Bill (AB) 1677 (Ting) from watch so support; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt a new support/sponsor position on AB 2374 (Chiu); new support positions on AB 1677 (Ting), AB 1886 (McCarty), AB 2034 (Salas), AB 2126 (Mullin), AB 2289 (Frazier), Senate Bill (SB) 1066 (Beall) and SB 1128 (Glazer); new oppose positions on AB 1768 (Gallagher), AB 1866 (Wilk), AB 1964 (Bloom), AB 2049 (Melendez) and SB 1259 (Runner); and a new watch position on AB 1550 (Gomez)(converting from a prior oppose position); and be it further

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

Attachment:

1. New Bills and Recommended Positions

**San Francisco County Transportation Authority
March 2016 as Recommended by the Finance Committee**

New Bills and Recommended Positions

To view documents associated with the bill, click the bill number link.

Additional detail on bills for which we are recommending a new position, as well as for new bills which we recommend watching (see next page), are highlighted in the attached state legislative matrix.

Recommended Positions	Bill # Author	Keywords and Comments
Change from Oppose to Watch	AB 1550 Gomez D	Greenhouse gases: investment plan: disadvantaged communities (DACs). Following input from the Finance Committee last month, we recommend changing our position to watch and will work with the State to seek a change to its DAC definition which does not adequately reflect the DACs of San Francisco.
Support	AB 1677 Ting D	Vehicles: tour buses: safety inspections. Permits local agencies to perform inspections on tour buses under the guidance of California Highway Patrol.
Oppose	AB 1768 Gallagher R	Bonds: transportation. Would effectively terminate state bond funding for high speed rail.
Oppose	AB 1866 Wilk R	High-speed rail (HSR) bond proceeds: redirection: water projects. Essentially brings the HSR Project to an end by transferring bond funds to other projects.
Support	AB 1886 McCarty D	California Environmental Quality Act (CEQA): transit priority projects. This bill expands CEQA exemption to projects where no more than 50% of their area is farther than ½ mile from a high quality transit corridor or major transit stop.
Oppose	AB 1964 Bloom D	High-occupancy vehicle (HOV) lanes: vehicle exceptions. This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes.
Support	AB 2034 Salas D	Department of Transportation: environmental review process: federal program. Extends indefinitely the delegation of National Environmental Protection Act oversight to Caltrans.
Oppose	AB 2049 Melendez R	Bonds: transportation. Effectively brings the high speed rail program to an end.
Support	AB 2126 Mullin D	Public contracts: Construction Manager/General Contractor (CM/GC) contracts. Extends the authority for Caltrans to use CM/GC procurements from 6 to 12 projects on the state highway system.
Support	AB 2289 Frazier D	Department of Transportation: capital improvement projects. Adds capital projects to improve highway operation as eligible for use of state highway funds.
Sponsor/ Support	AB 2374 Chiu D	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: ramps. Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to Phase 2 of the Yerba Buena Island Ramps project.
Support	SB 1066 Beall D	Transportation funds: fund estimates. Adds new federal transportation funds to revenues that must be included in the fund estimate for the State Transportation Improvement Program.
Support	SB 1128 Glazer D	Commute benefit policies. Extends the commute benefits ordinance authority for the Metropolitan Transportation Commission and the Bay Area Air Quality Management District indefinitely.

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Recommended Positions	Bill # Author	Keywords and Comments
Oppose	SB 1259 Runner R	Vehicles: toll payment: veterans. Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an oppose position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue.

Total New Recommended Positions: 14

New Bills to Watch

We propose to watch the following new bills, and will recommend a support or oppose position in the future if it becomes appropriate. See attached legislative matrix for additional detail on the bills below.

[AB 1592 \(Bonilla\)](#)

[AB 1746 \(Stone, Mark\)](#)

[AB 1780 \(Medina\)](#)

[AB 1813 \(Frazier\)](#)

[AB 1815 \(Alejo\)](#)

[AB 1818 \(Melendez\)](#)

[AB 1833 \(Linder\)](#)

[AB 1889 \(Mullin\)](#)

[AB 1938 \(Baker\)](#)

[AB 1982 \(Bloom\)](#)

[AB 2014 \(Melendez\)](#)

[AB 2090 \(Alejo\)](#)

[AB 2170 \(Frazier\)](#)

[AB 2222 \(Holden\)](#)

[AB 2332 \(Garcia, E\)](#)

[AB 2343 \(Garcia, C\)](#)

[AB 2355 \(Dababneh\)](#)

[AB 2411 \(Frazier\)](#)

[AB 2452 \(Quirk\)](#)

[AB 2509 \(Ting\)](#)

[AB 2742 \(Nazarian\)](#)

[AB 2783 \(Garcia, E\)](#)

[AB 2796 \(Low\)](#)

[AB 2847 \(Patterson\)](#)

[AB 2857 \(Chu\)](#)

[SB 344 \(Manning\)](#)

[SB 773 \(Allen\)](#)

[SB 902 \(Cannella\)](#)

[SB 903 \(Nguyen\)](#)

[SB 986 \(Hill\)](#)

[SB 998 \(Wieckowski\)](#)

[SB 1141 \(Moorlach\)](#)

[SB 1208 \(Bates\)](#)

[SB 1320 \(Runner\)](#)

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Bills of Interest

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

The Finance Committee is recommending a **new support/ sponsor position** on Assembly Bill (AB) 2374 (Chiu), **new support positions** on AB 1677 (Ting), AB 1886 (McCarty), AB 2034 (Salas), AB 2126 (Mullin), AB 2289 (Frazier), Senate Bill (SB) 1066 (Beall), and SB 1128 (Glazer); **new oppose positions** on AB 1768 (Gallagher), AB 1866 (Wilk), AB 1964 (Bloom), AB 2049 (Melendez), and SB 1259 (Runner); and **changing an oppose position to a watch position** on AB 1550 (Gomez).

Bill #	Author	Description	Status	Position	Comments
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Dead	New - Recommend Delete from Matrix	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. The SFCTA board previously held an oppose position to this bill.
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 Dead	New - Recommend Delete from Matrix	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. The SFCTA board previously held an oppose position to this bill.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 318 Amended: 6/11/2015 pdf html</p>	<p>Chau D (Dist 49)</p>	<p>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.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>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.</p>
<p>AB 516 Amended: 7/16/2015 pdf html</p>	<p>Mullin D (Dist 22)</p>	<p>Vehicles: temporary license plates. Would require the Department of Motor Vehicles (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.</p>	<p>Senate Third Reading</p>	<p>Support</p>	<p>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.</p> <p>MTC has adopted a support position on this bill.</p>
<p>AB 620 Amended: 1/27/2016 pdf html</p>	<p>Hernández, Roger D (Dist 48)</p>	<p>High-occupancy toll lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority (LACMTA) to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.</p>	<p>Senate Transportation and Housing</p>	<p>Watch</p>	<p>Expands LACMTA authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.</p> <p>Amended to allow LACMTA flexibility in providing low income assistance.</p>

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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 (LOS) 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	Support Work with Author	Latest amendment eliminates LOS as an element of a congestion management plan.
AB 828 Amended: 7/14/2015 pdf html	Low D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission 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 2 year	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions. MTC has adopted a support position on this bill.
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 2 year	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).

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Bill #	Author	Description	Status	Position	Comments
<p>AB 945 Amended: 5/20/2015 pdf html</p>	<p>Ting D (Dist 19)</p>	<p>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.</p>	<p>Assembly Dead</p>	<p>New - Recommend Delete from Matrix</p>	<p>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. Amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position. 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.</p>
<p>AB 1030 Amended: 7/7/2015 pdf html</p>	<p>Ridley-Thomas D (Dist 54)</p>	<p>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.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>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.</p>
<p>AB 1176 Amended: 8/18/2015 pdf html</p>	<p>Pera D (Dist 31)</p>	<p>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.</p>	<p>Senate Appropriations</p>	<p>Watch</p>	<p>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.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 1335 Amended: 6/3/2015 pdf html	Atkins D (Dist 78)	Building Homes and Jobs Act. Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. This bill contains other related provisions and other existing laws.	Assembly Dead	New - Recommend Delete from Matrix	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. The SFCTA board previously held a support position on this bill.
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 transporter 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	Transportation Network Companies (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 (CTC). Current law vests the CTC with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Transportation and Housing	Watch	MTC has adopted a support position on this bill. Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy. This bill is similar to ABX1 19 (Linder), SB 1320 (Runner) and SBX1 12 (Runner).

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Bill #	Author	Description	Status	Position	Comments
AB 1550 Introduced: 1/4/2016 pdf html	Gomez D (Dist 51)	Greenhouse gases: investment plan: disadvantaged communities. Current law 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 (GGRF). This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.	Assembly Natural Resources	New – Recommend Change from Oppose to Watch	Increases requirement from 10% to 25% of GGRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low-income households. We previously opposed this legislation because the state's definition of DAC does not adequately reflect the disadvantaged communities of San Francisco. We continue to work with the state to try and amend the DAC definition.
AB 1555 Introduced: 1/4/2016 pdf html	Gomez D (Dist 51)	Greenhouse Gas Reduction Fund. Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.	Assembly Print	Watch	This bill is intended to be a vehicle for negotiating GGRF funds expenditures left over from 2015.
AB 1569 Introduced: 1/4/2016 pdf html	Steinorth R (Dist 40)	California Environmental Quality Act (CEQA): exemption: existing transportation infrastructure. Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	Assembly Natural Resources	Watch	Would exempt minor road repair projects from CEQA if carried out within existing right-of-way.

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Bill #	Author	Description	Status	Position	Comments
AB 1574 Introduced: 1/4/2016 pdf html	Chiu D (Dist 17)	Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles to notify the Public Utilities Commission (PUC) when a charter-party carrier of passengers or a passenger stage corporation first registers a bus, limousine, or modified limousine with the department, and to provide information to the PUC that will allow the PUC to identify the vehicle. The bill would require the PUC, with respect to those newly registered buses, limousines, or modified limousines, to ensure that the vehicles meet all statutory and regulatory requirements for safe operation. The bill, upon the PUC becoming aware of a bus, limousine, or modified limousine of a charter-party carrier of passengers or a passenger stage corporation that has not been reported to the commission by the carrier or corporation, would require the PUC to immediately take steps to require the carrier or corporation to update its reporting of vehicles to the PUC and to request the Department of the California Highway Patrol (CHP) to conduct a safety inspection of the vehicle. The bill would prohibit use of such a bus, limousine, or modified limousine to transport passengers in the absence of securing a satisfactory rating from the CHP812, and would authorize a law enforcement agency to impound a bus, limousine, or modified limousine operated in violation of this provision.	Assembly Utilities and Commerce	Support	The bill seeks to ensure that buses are inspected under safe criteria by requiring DMV to notify the PUC when a bus company first registers the vehicle. In the event there is not a satisfactory rating, the bill prohibits the use of the bus.
AB 1591 Introduced: 1/6/2016 pdf html	Frazier D (Dist 11)	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. This bill contains other related provisions and other existing laws.	Assembly Transportation	Support	New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Intercity Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1592 Introduced 1/6/2016 pdf html</p>	<p>Bonilla D (Dist 14)</p>	<p>Autonomous vehicles: pilot project. This bill would authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.</p>	<p>Assembly Transportation</p>	<p>New – Recommend Watch</p>	<p>The Contra Costa Transportation Authority (CCTA) is working with a local business park to implement a pilot program that would rely on a driverless shuttle service to provide internal circulation. Due to incidental crossing of public streets, the pilot program requires relief from the state's autonomous vehicle laws and regulations, which require a driver in the vehicle. CCTA has developed a test bed for connected and autonomous vehicles at the Concord Naval Weapons Station (the GoMentum Station). This bill would permit CCTA to operate driverless vehicles there.</p>
<p>AB 1641 Introduced: 1/11/2016 pdf html</p>	<p>Allen, Travis R (Dist 72)</p>	<p>Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</p>	<p>Assembly Transportation</p>	<p>Oppose</p>	<p>This bill replaces AB61 by same author to address the shuttle services' use of transit stops.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 1659 Introduced: 1/13/2016 pdf html	Rodriguez D (Dist 52)	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	This bill expands limited speed (15 mph) zone to 1/4 mile of a school.
AB 1677 Introduced: 1/19/2016 pdf html	Ting D (Dist 19)	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol to develop protocols, in consultation with representatives of local government, to allow for the inspection of tour buses by a designated local agency of the local jurisdiction in which the tour bus operates, and would require these protocols to include, at a minimum, a requirement that, upon completion of an inspection of a tour bus, the designated local agency report its findings to the Public Utilities Commission. The bill would provide that any inspection conducted by a designated local agency pursuant to these protocols shall be in addition to, and not in lieu of, any other inspection requirements imposed under law.	Assembly Transportation	New – Recommend Support	Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP.
AB 1725 Introduced: 1/28/2016 pdf html	Wagner R (Dist 68)	Vehicles: automated traffic enforcement systems. Would require a driver facing a steady circular red signal alone at a freeway or highway onramp signal, to stop at a marked limit line, but if none, before the signal, and to remain stopped until an indication to proceed is shown. The bill would make a violation of this requirement an infraction punishable by a fine of \$50. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.

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Bill #	Author	Description	Status	Position	Comments
AB 1746 Introduced: 2/2/2016 pdf html	Stone, Mark D (Dist 29)	Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements.	Assembly Transportation	New - Recommend Watch	Expands current authority for transit buses to operate on highway shoulders to 6 entities including AC Transit, County Connection (Contra Costa County) and VTA.
AB 1768 Introduced: 2/3/2016 pdf html	Gallagher R (Dist 3)	Bonds: transportation. 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.	Assembly Transportation	New - Recommend Oppose	Would effectively terminate state bond funding for high-speed rail.
AB 1780 Introduced: 2/3/2016 pdf html	Medina D (Dist 61)	Greenhouse Gas Reduction Fund: Sustainable Trade Corridors Program. Would, beginning in the 2016-17 fiscal year, continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission for the Sustainable Trade Corridors Program, which the bill would establish, thereby making an appropriation.	Assembly Transportation	New - Recommend Watch	Establishes a new dedication of 25% of cap and trade funding to a new trade corridor program.

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Bill #	Author	Description	Status	Position	Comments
AB 1813 Introduced: 2/8/2016 pdf html	Frazier D (Dist 11)	High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Assembly Print	New - Recommend Watch	Adds 2 new appointees to serve in an ex officio capacity on the high-speed rail authority.
AB 1815 Introduced: 2/8/2016 pdf html	Alejo D (Dist 30)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities. This bill would require the State Air Resources Board (ARB) to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.	Assembly Print	New - Recommend Watch	Requires the ARB to post on the internet the listing of cap and trade projects funded to benefit disadvantaged communities.
AB 1818 Introduced: 2/8/2016 pdf html	Melendez R (Dist 67)	Transportation funds. Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program (STIP), which is a listing of capital improvement projects. This bill would make a non-substantive change to this provision.	Assembly Print	New - Recommend Watch	This spot bill appears to address future changes to the State's STIP development process.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1833 Introduced: 2/9/2016 pdf html</p>	<p>Linder R (Dist 60)</p>	<p>Transportation projects: environmental mitigation. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Print</p>	<p>New - Recommend Watch</p>	<p>This bill is similar to a provision in the Governor's Transportation Plan that will facilitate approval of transportation projects in the CECQA analysis phase. While the Governor's plan contains a funding commitment for the Advanced Mitigation Program (AMP), this bill does not. While most local Conservation Plans have been developed utilizing local resources to fund implementation, there remains value to the concept in the bill as it compels coordination by state agencies to assist in the necessary approvals.</p>
<p>AB 1866 Introduced: 2/10/2016 pdf html</p>	<p>Wilk R (Dist 38)</p>	<p>High-speed rail bond proceeds: redirection: water 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 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.</p>	<p>Assembly Print</p>	<p>New - Recommend Oppose</p>	<p>Essentially brings the High-Speed Rail Project to an end by transferring bond funds to other projects.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 1886 Introduced: 2/11/2016 pdf html	McCarty D (Dist 7)	California Environmental Quality Act (CEQA): transit priority projects. CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.	Assembly Print	New - Recommend Support	The bill relaxes the CEQA exemption for Transit Priority projects within 1/2 mile of a transit stop by expanding the requirement that the subject parcel may have 50% of its property at a distance greater than 1/2 mile, rather than 25% of its property.
AB 1889 Introduced: 2/11/2016 pdf html	Mullin D (Dist 22)	Transportation funding: Caltrain. Current law provides for the creation of the Peninsula Corridor Joint Powers Board (PCJPB), which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help Caltrain obtain a dedicated source of funding.	Assembly Print	New - Recommend Watch	The bill expresses the intent to provide a legislatively-authorized source of dedicated funding for Caltrain. Bill will likely be amended soon to become a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District.
AB 1938 Introduced: 2/12/2016 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC) Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to MTC in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.	Assembly Print	New - Recommend Watch	Under current law, BATA may provide toll revenues and other direct contributions (e.g. personnel service, office space) to MTC to carry out BATA's functions consistent with certain limitations. This bill expands those limitations to any BATA revenues derived from bridge tolls, fees, or taxes.

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Bill #	Author	Description	Status	Position	Comments
AB 1964 Introduced: 2/12/2016 pdf html	Bloom D (Dist 50)	High-occupancy vehicle (HOV) lanes: vehicle exceptions. Existing federal law authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	Assembly Print	New - Recommend Oppose	This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes.
AB 1982 Introduced: 2/16/2016 pdf html	Bloom D (Dist 50)	Greenhouse Gas Reduction Fund: traffic signal synchronization. Current law authorizes the allocation of moneys in the Greenhouse Gas Reduction Fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect. This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour.	Assembly Print	New - Recommend Watch	Specifically authorizes that cap and trade funds may be expended on traffic signal synchronization projects. SFMTA is actively working with the author and may seek an amendment to eliminate the language requiring eligible projects to be timed to move vehicles at an average speed of 12 to 15 miles per hour. We anticipate recommending a support or support and seek amendment position next month.
AB 2014 Introduced: 2/16/2016 pdf html	Melendez R (Dist 67)	Freeway Service Patrol Act: workload study. Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.	Assembly Print	New - Recommend Watch	Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis.

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Bill #	Author	Description	Status	Position	Comments
AB 2034 Introduced: 2/16/2016 pdf html	Salas D (Dist 32)	Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter. The bill would also delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.	Assembly Print	New - Recommend Support	Since 2007 Caltrans has assumed federal responsibility for NEPA actions under a pilot program administered by FHWA/USDOT. This bill extends the acceptance of the delegation of authority indefinitely.
AB 2049 Introduced: 2/17/2016 pdf html	Melendez R (Dist 67)	Bonds: transportation. 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 I blended system.	Assembly Print	New - Recommend Oppose	Effectively brings the high-speed rail program to an end.
AB 2090 Introduced: 2/17/2016 pdf html	Alejo D (Dist 30)	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Assembly Print	New - Recommend Watch	Expands the use by transit agencies of cap and trade funds for bus or rail service in the face of declared fiscal emergency; the agency board must state that the funds are for use in the calendar year requested, make a finding that the reduction of transit service would increase GHG reductions due to mode shift, and state that the board would reduce or eliminate service if the funding were not provided.

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Bill #	Author	Description	Status	Position	Comments
AB 2126 Introduced: 2/17/2016 pdf html	Mullin D (Dist 22)	Public contracts: Construction Manager/General Contractor (CM/GC) contracts. Current law authorizes the Department of Transportation to use the CM/GC method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services.	Assembly Print	New - Recommend Support	Expands the authority for Caltrans to use CM/GC procurements from 6 to 12 projects on the state highway system.
AB 2170 Introduced: 2/18/2016 pdf html	Frazier D (Dist 11)	Trade Corridors Improvement Fund: federal funds. Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be deposited in the Trade Corridors Improvement Fund.	Assembly Print	New - Recommend Watch	Directs the new federal aid funds in the national freight program to the Trade Corridors account.
AB 2222 Introduced: 2/18/2016 pdf html	Holden D (Dist 41)	Transit passes. Would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students.	Assembly Print	New - Recommend Watch	Requires \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes.

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Bill #	Author	Description	Status	Position	Comments
AB 2289 Introduced: 2/18/2016 pdf html	Frazier D (Dist 11)	Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a State highway operation and protection program (SHOPP) for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	Assembly Print	New - Recommend Support	This bill is based on a recent recommendation by the CTC in its annual report. The bill would add capital projects to improve highway operations as eligible for use of state highway funds. Examples include: lane management systems, changeable message signs, ramp meters, and similar devices and facilities specifically focused on improving operations.
AB 2332 Introduced: 2/18/2016 pdf html	Garcia, Eduardo D (Dist 56)	Transportation. Would, by January 1, 2018, require the California Transportation Commission (CTC) to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community (DAC) residents, as specified.	Assembly Print	New - Recommend Watch	Compels the CTC to prioritize scarce state highway funds for meeting mobility and safety needs of disadvantaged communities. We will continue to work with the state to change the definition of DACs to better match what we commonly consider to be DACs in San Francisco.
AB 2343 Introduced: 2/18/2016 pdf html	Garcia, Cristina D (Dist 58)	Greenhouse Gas Reduction Fund: 3-year investment plan: 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 the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.	Assembly Print	New - Recommend Watch	Spot bill. Directs 10% of cap and trade funds to an unspecified community.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 2355 Introduced: 2/18/2016 pdf html</p>	<p>Dababneh D (Dist 45)</p>	<p>Intercity rail services: mitigation. Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.</p>	<p>Assembly Print</p>	<p>New - Recommend Watch</p>	<p>Requires Caltrans to mitigate noise along intercity rail passenger lines.</p>
<p>AB 2374 Introduced: 2/18/2016 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: ramps. Current law authorizes regional transportation agencies 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 CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.</p>	<p>Assembly Print</p>	<p>New - Recommend Sponsor/ Support</p>	<p>Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to the Yerba Buena Island phase II, which the SFCTA is leading on behalf of the Treasure Island Development Authority.</p>
<p>AB 2411 Introduced: 2/19/2016 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>Transportation revenues. Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.</p>	<p>Assembly Print</p>	<p>New - Recommend Watch</p>	<p>Recaptures approximately \$45 million annually that has been dedicated to the General Fund to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 2452 Introduced: 2/19/2016 pdf html	Quirk D (Dist 20)	California Environmental Quality Act: judicial remedies: emissions of greenhouse gases. CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases.	Assembly Print	New - Recommend Watch	The bill prohibits a court from imposing a stay or from enjoying a transportation project, if the project is included within a Sustainable Communities Strategy (SCS) or Alternate Planning Strategy (APS) for which a metropolitan planning organization (MPO) has included in a certified SCS or APS certified Environmental Impact Report.
AB 2509 Introduced: 2/19/2016 pdf html	Ling D (Dist 19)	Operation of bicycles: speed. Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. This bill would require a person operating a bicycle, as described above, to ride as close as is either safe or practicable to the specified curb or roadway edge. The bill would expand the exceptions to riding as close as safe or practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways, as specified.	Assembly Print	New - Recommend Watch	Provides bike riders with more flexibility to the requirement that they ride as close to curb or roadway edge when traveling class I, II, or IV bikeways.
AB 2742 Introduced: 2/19/2016 pdf html	Nazarian D (Dist 46)	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. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	Assembly Print	New - Recommend Watch	Extends P3 authority to 2030 from 2017.

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Bill #	Author	Description	Status	Position	Comments
AB 2783 Introduced: 2/19/2016 pdf html	Garcia, Eduardo D (Dist 56)	Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council (SGC) to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities (AHSC) Program. This bill would require the SGC to revise the guidelines and selection criteria with respect to density requirements, as specified, and to include specified factors, including energy efficiency, in its greenhouse gas quantification methodology.	Assembly Print	New - Recommend Watch	Directs the SGC to amend its cap and trade allocation guidelines related to density requirements for affordable housing. Bill leaves intact existing density requirements, but for rural innovation program areas directs a loosening of the density to permit the projects to qualify for AHSC.
AB 2796 Introduced: 2/19/2016 pdf html	Low D (Dist 28)	Active Transportation Program. Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities (DACs).	Assembly Print	New - Recommend Watch	Dedicates 5% of current funding for distributing Active Transportation Program allocation for award to DACs for planning and community engagement. This bill will likely be amended to increase the minimum percentage awarded to non-infrastructure projects from 10 to 15%, and will include a new minimum award requirement of 5% of funds for planning projects.
AB 2847 Introduced: 2/19/2016 pdf html	Patterson R (Dist 23)	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	Assembly Print	New - Recommend Watch	Would authorize Caltrans to do a pilot program that transfers responsibility for operating and maintaining state highways to 3 counties.

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Bill #	Author	Description	Status	Position	Comments
AB 2857 Introduced: 2/19/2016 pdf html	Chu D (Dist 25)	Transportation network companies (TNCs): delivery of commodities. Current law creates the Public Utilities Commission with various powers and duties relative to transportation, including, among other responsibilities, regulation of TNCs and those engaged in the private transportation of persons or property. This bill would declare the intent of the Legislature to enact legislation that promotes public safety and accountability for TNCs utilizing peer-to-peer mobile services to deliver commodities such as food or clothing.	Assembly Print	New - Recommend Watch	This is an "intent bill" to later draft legislation related to TNCs that deliver commodities.
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 SBX 1 14 (Cannella).

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1.3 Amended: 9/3/2015 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>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 highways, local roads, bridges, and other critical infrastructure.</p>	<p>Assembly Conference Committee</p>	<p>Watch</p>	<p>Special session spot bill.</p>
<p>ABX1.4 Introduced: 7/9/2015 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>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.</p>	<p>Senate Rules</p>	<p>Watch</p>	<p>Special session spot bill.</p>
<p>ABX1.6 Introduced: 7/16/2015 pdf html</p>	<p>Hernández, Roger D (Dist 48)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.</p>

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Bill #	Author	Description	Status	Position	Comments
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	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).
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	Support	The bill seeks to increase State transit assistance funds by increasing the sales tax rate and 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	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.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1_10 Introduced: 8/19/2015 pdf html</p>	<p>Levine D (Dist 10)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>Would restrict state agencies from providing extra payments to contractors on mega-infrastructure projects.</p>
<p>ABX1_13 Introduced: 8/31/2015 pdf html</p>	<p>Grove R (Dist 34)</p>	<p>Greenhouse Gas Reduction Fund: streets and highways. Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>The bill would reduce funds from the cap and trade for the Affordable Housing and Sustainable Communities competitive grant program by half and dedicate the savings to road repair.</p>
<p>ABX1_14 Introduced: 8/31/2015 pdf html</p>	<p>Waldron R (Dist 75)</p>	<p>State Highway Operation and Protection Program: local streets and roads: appropriation. 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>Assembly Print</p>	<p>Watch</p>	<p>This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes.</p>

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Bill #	Author	Description	Status	Position	Comments
ABX1_15 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State Highway Operation and Protection Program (SHOPP): local streets and roads: appropriation. 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 SHOPP, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.	Assembly Print	Watch	This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes. Would reduce Caltrans staff costs by \$500 million and seek a like amount from the State Highway Account to be dedicated for state and local road repairs.
ABX1_16 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) 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.	Assembly Print	Watch	This bill is intended to test the efficiency of Caltrans by authorizing a pilot program in which two counties would be able to assume Caltrans' responsibility for operating and maintaining highways with the county.
ABX1_17 Introduced: 8/31/2015 pdf html	Achaajian R (Dist 35)	Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction 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.	Assembly Print	Oppose	This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources.

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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. Would, notwithstanding these provisions or any other law, effective January 1, 2016, 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.	Assembly Print	Oppose	This measure would seek the return of truck weight fees to state highway rehabilitation purposes.
ABX1 19 Introduced: 8/31/2015 pdf html	Linder R (Dist 60)	California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Print	Watch	The bill re-establishes the independence of the CTC from the Administration Transportation Agency. This bill is similar to AB 1364 (Linder), SB 1320 (Runner) and SBX1 12 (Runner).
ABX1 20 Introduced: 8/31/2015 pdf html	Gaines, Beth R (Dist 6)	State government: elimination of vacant positions: transportation: appropriation. Current 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. This bill contains other related provisions and other current laws.	Assembly Print	Watch	This Republican Caucus measure would seek the elimination of vacant positions in state government and dedicate the funds that are freed to road repairs.
ABX1 21 Introduced: 8/31/2015 pdf html	Obermole R (Dist 33)	Environmental quality: highway projects. Would prohibit a court in a judicial action or proceeding under California Environmental Quality Act (CEQA) from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Assembly Print	Watch	Extends to highway projects judicial relief from a CEQA challenge in certain cases.

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Bill #	Author	Description	Status	Position	Comments
ABX1 25 Introduced: 1/11/2016 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Assembly Print	Oppose	A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).
ACA 4 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, non-substantive 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.

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Bill #	Author	Description	Status	Position	Comments
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Dead	New - Recommend Delete from Matrix	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Dead	New - Recommend Delete from Matrix	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.

San Francisco County Transportation Authority
March 2016

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 Dead	New - Recommend Delete from Matrix	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%. Similar bill introduced in Special Session: SBX1-1 (Beall). The SFCTA board previously held a support and seek amendments position to this bill.
SB 39 Amended: 4/8/2015 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000. Budget trailer bill was approved to accomplish this.
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 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.

**San Francisco County Transportation Authority
March 2016**

Bill #	Author	Description	Status	Position	Comments
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.	Senate Inactive File	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. MTC has adopted a support position on this bill.
SB 344 Amended: 6/23/2015 pdf html	Monning D (Dist 17)	Commercial driver's license: education. Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Assembly 2 year	New – Recommend Watch	MTC has adopted a support position on this bill. We are consulting with SFMTA.
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.

San Francisco County Transportation Authority

March 2016

Bill #	Author	Description	Status	Position	Comments
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Assembly 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 773 Amended: 6/23/2015 pdf html	Allen	Vehicles: registration fraud: study. Would, until January 1, 2020, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Assembly 2 year	New – Recommend Watch	MTC has adopted a support position on this bill.

San Francisco County Transportation Authority

March 2016

Bill #	Author	Description	Status	Position	Comments
<p>SB 812 Amended: 2/12/2016 pdf html</p>	<p>Hill D (Dist 13)</p>	<p>Charter-party carriers of passengers and passenger stage corporations. This bill would require the Department of the California Highway Patrol (CHP), by regulation, to develop and adopt bus terminal inspection fees applicable to charter-party carriers of passengers and passenger stage corporations that operate one or more tour buses, to replace existing fees, in an amount sufficient to offset the costs to administer the inspection program for these companies, as specified. The bill would require the fees to be collected by the Public Utilities Commission in the case of charter-party carriers of passengers or as otherwise required by the regulations. The bill would make other conforming changes. This bill would require the CHP, by regulation, to modify its existing tour bus terminal inspection program to ensure that the program is performance-based, with parameters to evaluate and target on-site inspections of tour buses operated by or for charter-party carriers of passengers and passenger stage corporations. The bill would require the tour bus terminal inspection program to prioritize newly acquired tour buses operated by charter-party carriers of passengers and passenger stage corporations, as well as affected companies that are noncompliant or have a history of noncompliance with safety laws or regulations. The bill would also require no fewer than 25% of the total number of tour bus carrier inspections conducted by the CHP to be unannounced surprise inspections. This bill would require a charter-party carrier of passengers or a passenger stage corporation, prior to operating a newly acquired tour bus, to first schedule an inspection of the tour bus with, and obtain a satisfactory rating for the tour bus from, the department.</p>	<p>Senate Transportation and Housing</p>	<p>Support</p>	<p>This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced. The SFMTA has taken a support position on this bill.</p>

San Francisco County Transportation Authority

March 2016

Bill #	Author	Description	Status	Position	Comments
SB 824 Introduced: 1/7/2016 pdf html	Beall D (Dist 15)	Low Carbon Transit Operations Program (LCTOP). Would authorize a recipient transit agency that does not submit a project for funding under the LCTOP in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws.	Senate Transportation and Housing	Support	The bill is intended to permit transit agencies more flexible use of formula transit funds from the Greenhouse Gas Reduction Fund.
SB 874 Introduced: 1/14/2016 pdf html	Gaines R (Dist 1)	Transportation network companies. The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers, as defined. This bill would make non-substantive changes to the definitions applicable to transportation network companies.	Senate Rules	Watch	Spot bill related to transportation network companies.
SB 882 Introduced: 1/15/2016 pdf html	Hertzberg D (Dist 18)	Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.	Senate Public Safety	Watch	This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation.
SB 901 Introduced: 1/21/2016 pdf html	Bates R (Dist 36)	Transportation projects: Advanced Mitigation Program. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	Senate Transportation and Housing	Watch	Provides direction to Caltrans to expand advanced mitigation for transportation projects.

San Francisco County Transportation Authority

March 2016

Bill #	Author	Description	Status	Position	Comments
SB 902 Introduced: 1/21/2016 pdf html	Cannella R (Dist 12)	Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter.	Senate Transportation and Housing	New - Recommend Watch	Amends the state law that permits Caltrans to oversee NEPA process for projects in the state by extending the period of time for a report on implementation of this oversight.
SB 903 Introduced: 1/21/2016 pdf html	Nguyen R (Dist 34)	Transportation funds: loan repayment. Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	The bill adapts a provision from the Governor's Transportation Plan that establishes a requirement that outstanding General Fund loans be repaid, but by 6/30/16. This loan repayment was proposed by the Governor on a longer timeline.
SB 986 Introduced: 2/10/2016 pdf html	Hill D (Dist 13)	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would require that a violation of this provision for a right turn or a left turn from a one-way street onto a one-way street is punishable by a fine of \$35.	Senate Transportation and Housing	New - Recommend Watch	This bill would lower the fines for right turn and left turn from a one-way street onto a one-way street violations of red light stopping law from \$100 to \$35.

San Francisco County Transportation Authority
March 2016

Bill #	Author	Description	Status	Position	Comments
SB 998 Introduced: 2/10/2016 pdf html	Wieckowski D (Dist 10)	Vehicles: mass transit guideways. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	Expands restrictions on vehicles from stopping at certain locations to include transit guideways.
SB 1066 Introduced: 2/16/2016 pdf html	Beall D (Dist 15)	Transportation funds: fund estimates. Current law requires the Department of Transportation to submit to the California Transportation Commission (CTC) an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program (STIP), and requires the CTC to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the CTC to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Senate Print	New - Recommend Support	Adds new Federal transportation funds to revenues that must be included in the fund estimate for the STIP.
SB 1128 Introduced: 2/17/2016 pdf html	Glazer D (Dist 7)	Commuter benefit policies. Current law authorizes the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to jointly adopt a commuter benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commuter benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.	Senate Print	New - Recommend Support	Extends the commuter benefits ordinance authority for MTC/BAAQMD indefinitely. MTC has taken a support position on this bill.

San Francisco County Transportation Authority

March 2016

Bill #	Author	Description	Status	Position	Comments
SB 1141 Introduced: 2/18/2016 pdf html	Moorlach R (Dist 37)	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) 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 the county or to a regional transportation agency that has jurisdiction in the county.	Senate Print	New - Recommend Watch	Creates a pilot program for Caltrans to turn over its operation and maintenance of state highways in 2 counties for a period of 5 years. This bill is similar to ABX1 16.
SB 1208 Introduced: 2/18/2016 pdf html	Bates R (Dist 36)	California Transportation Commission (CTC). Current law creates the CTC, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a non-substantive change to this provision.	Senate Print	New - Recommend Watch	Spot bill related to the CTC.
SB 1259 Introduced: 2/18/2016 pdf html	Runner R (Dist 21)	Vehicles: toll payment: veterans. Would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Senate Print	New - Recommend Oppose	Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an opposite position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue.
SB 1320 Introduced: 2/19/2016 pdf html	Runner R (Dist 21)	California Transportation Commission (CTC). Would exclude the CTC 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 Print	New - Recommend Watch	Provides for the independence of the California Transportation Commission. This bill is similar to AB 1364 (Linder), ABX 19 (Linder) and SBX1 12 (Runner).

San Francisco County Transportation Authority

March 2016

Bill #	Author	Description	Status	Position	Comments
SBX11 Amended: 9/1/2015 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 and for other specified purposes. 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 Amendments	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. Bill is similar but not identical to SB 16 (Beall).
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 a fuel tax of 10 cents per gallon. 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 SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.

San Francisco County Transportation Authority

March 2016

Bill #	Author	Description	Status	Position	Comments
<p>SBX13 Amended: 8/17/2015 pdf html</p>	<p>Vidak R (Dist 14)</p>	<p>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.</p>	<p>Senate Dead</p>	<p>New – Recommend Delete from Matrix</p>	<p>Prohibits new bond sales for High Speed Rail, except for funding of bookend 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. The SFCTA Board previously took an oppose position to this bill.</p>
<p>SBX14 Amended: 9/4/2015 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>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 statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	<p>Senate Conference Committee</p>	<p>Watch</p>	<p>This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.</p>
<p>SBX15 Introduced: 7/7/2015 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>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.</p>	<p>Assembly Desk</p>	<p>Watch</p>	<p>Special session spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.</p>

**San Francisco County Transportation Authority
March 2016**

Bill #	Author	Description	Status	Position	Comments
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 (CTC) 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 Dead	New – Recommend Delete from Matrix	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads. The SFCTA board previously took an oppose position to this bill.
SBX17 Amended: 9/3/2015 pdf html	Allen D (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	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 Appropriations	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).

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Bill #	Author	Description	Status	Position	Comments
<p>SBX1 9 Introduced: 7/16/2015 pdf html</p>	<p>Moorlach R (Dist 37)</p>	<p>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.</p>	<p>Senate Dead</p>	<p>New – Recommend Delete from Matrix</p>	<p>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.</p>
<p>SBX1 10 Introduced: 7/16/2015 pdf html</p>	<p>Bates R (Dist 36)</p>	<p>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.</p>	<p>Senate Transportation and Infrastructure Development</p>	<p>Watch</p>	<p>This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.</p>
<p>SBX1 11 Amended: 9/4/2015 pdf html</p>	<p>Berryhill R (Dist 8)</p>	<p>Environmental quality: transportation infrastructure. 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 (EIR) 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. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions.</p>	<p>Senate Transportation and Infrastructure Development</p>	<p>Watch</p>	<p>Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road footprint.</p>

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Bill #	Author	Description	Status	Position	Comments
SBX1 12 Amended: 8/20/2015 pdf html	Runner R (Dist 21)	California Transportation Commission (CTC). Would exclude the CTC 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	Watch	Re-establishes independence of the CTC from the Transportation Agency. This bill is similar to AB 1364 (Linder), ABX1 19 (Linder), and SB 1320 (Runner).
SBX1 13 Amended: 9/3/2015 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 build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	Senate Appropriations	Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and 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	Watch	Extends current public-private partnership law indefinitely.

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Bill #	Author	Description	Status	Position	Comments
<p>SCA 5 Amended: 7/16/2015 pdf html</p>	<p>Hancock D (Dist 9)</p>	<p>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.</p>	<p>Senate Governance and Finance</p>	<p>Support</p>	<p>Would specify that the voter approval requirement is 55% for local government special taxes.</p>
<p>SCAX1.1 Introduced: 6/19/2015 pdf html</p>	<p>Huff R (Dist 29)</p>	<p>Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>Intended to protect new revenues generated by new transportation taxes or fees.</p>

Total Measures: 122

Total Tracking Forms: 122



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RESOLUTION APPROVING THE IMPROVING WEST SIDE TRANSIT ACCESS
STRATEGIC ANALYSIS REPORT

WHEREAS, At the November 18, 2014 meeting of the Finance Committee, Commissioner Tang requested that staff initiate a Strategic Analysis Report (SAR) to investigate options for improving access to transit on the west side of San Francisco; and

WHEREAS, On January 27, 2015, through Resolution 15-33, the Transportation Authority Board approved the scope for the Improving West Side Transit Access SAR; and

WHEREAS, The SAR examined options for improving access to major West Side transit hubs, especially the West Portal Muni station and Daly City BART station, with the ultimate goal of encouraging alternatives to driving alone to access transit hubs or downtown; and

WHEREAS, The analysis approach included developing an inventory of known transportation challenges that may be inhibiting access to West Side transit hubs and prioritizing improvement concepts according to what would appeal to the largest number of West Side drivers; and

WHEREAS, The SAR recommends several near-term improvements including improving the travel time and reliability of West Side transit routes, leveraging underutilized routes to strengthen connections to transit hubs, piloting methods to encourage carpooling and ride-sharing to hubs, and increasing bicyclists' safety and comfort to encourage bicycling to hubs; and

WHEREAS, Long-term recommendations included in the SAR are to explore subway extensions and create freeway high occupancy vehicles lanes for express buses, and develop a strategy to reduce reliance on single occupant vehicle driving for travel between the West Side and South Bay; and

WHEREAS, The draft SAR was presented to the Plans and Programs Committee on February



9, 2016 and subsequently circulated to public and agency stakeholders for review and comment; and

WHEREAS, Comments, guidance and questions received from City agencies, stakeholders, and the public have been addressed and incorporated as appropriate in the final draft SAR; and

WHEREAS, On February 24, 2016, the Citizens Advisory Committee was briefed on the SAR and unanimously adopted a motion of support for its approval; and

WHEREAS, On March 15, 2016, the Plans and Programs Committee reviewed and unanimously recommended approval of the SAR; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the Improving West Side Transit Access Strategic Analysis Report; and be it further

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

Enclosure:

1. Improving West Side Transit Access Strategic Analysis Report



Memorandum

Date: 03.10.2016 **RE:** Plans and Programs Committee
March 15, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Cohen, Peskin and Wiener (Ex Officio)

From: Rachel Hiatt – Acting Deputy Director for Planning *RH*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Approval of the Improving West Side Transit Access Strategic Analysis Report

Summary

At the November 18, 2014 meeting of the Finance Committee, Commissioner Tang requested that we initiate a Strategic Analysis Report (SAR) to investigate options for improving access to transit on the west side of San Francisco. The purpose of the study is to recommend options for improving access to major West Side transit hubs, especially the West Portal Muni station and Daly City BART station, with the ultimate goal of encouraging alternatives to driving alone to access transit hubs or downtown. As called for in the Transportation Authority's adopted procedures governing the development of SARs, the draft SAR is brought directly to the committee on which the requestor sits for comments and guidance. In this case, we brought the draft SAR to the February Plans and Programs Committee meeting which Commissioner Tang chairs, and subsequently sought and incorporated input from relevant city agencies, the Transportation Authority's Citizens Advisory Committee, and other interested parties.

BACKGROUND

Strategic Analysis Reports (SARs) are prepared periodically by Transportation Authority staff to advise the Transportation Authority (TA) on policy issues or topics of interest to Board members. This SAR, initiated at the request of Transportation Authority Commissioner Tang, analyzes options for improving access to West Side transit hubs, particularly Daly City BART and West Portal Muni stations, primarily via bicycling, public transit or carpooling to hubs. This study uses the term "West Side" to refer to the area south of Golden Gate Park, West of the hill districts, and north of the county line.

Supporting alternatives to driving is particularly critical for West Side residents, who drive more for their daily trips than residents of most other San Francisco neighborhoods. About 62 percent of daily person-trips from the West Side are made by driving, higher than all neighborhoods except the Hill Districts, Outer Mission, and Bayshore areas. Multiple factors contribute to West Side residents' relatively higher car use. One likely factor is the lack of grade-separated transit access to major job centers, which exists only at the periphery of the area, at the Muni rail Forest Hill and West Portal Stations, and at the BART Daly City and Balboa Bark Stations. West side residents must therefore rely primarily on surface-running transit, which can be slower and subject to delays from cross traffic at intersections. Extending subways into to the West Side, or providing other forms of transit grade-separation would help address the problem, but these kinds of improvements take many years to plan and deliver. This study provides near term recommendations for improving access to existing transit

hubs while longer-term solutions are being developed.

DISCUSSION

Purpose of the SAR: The purpose of the SAR was to analyze options for improving access to West Side transit hubs, especially the West Portal Muni Station and the Daly City BART Station, with the ultimate goal of encouraging greater access by transit, bicycling, and carpooling.

Analysis Approach: We approached the study questions in three steps:

- **Existing conditions review.** We developed an inventory of known transportation challenges that may be inhibiting access to West Side transit hubs, based on reviewing previous studies and planned projects, interviewing relevant agency staff, analyzing the quality of available access modes (focusing on bicycling, pickup/drop-off, and transit), and holding a community focus group.
- **Prioritization of access improvement concepts.** To help prioritize access improvement concepts, we surveyed West Side households and intercepted transit riders at West Portal, Daly City, and Balboa Park stations to ask them about which types of investments would be most likely to encourage them to take transit or bike to West Side transit hubs rather than driving alone to the hubs or their final destination.
- **Recommendations.** Using the survey results, we prioritized improvement concepts according to what would appeal to the largest number of West Side drivers. We then prepared recommendations linking the general access challenges identified in the survey with the more specific access challenges identified as part of the existing conditions review. These recommendations reflect agency input from both BART and the San Francisco Municipal Transportation Agency. Draft recommendations have also been shared with the Transportation Authority's Citizens Advisory Committee (CAC) and West Portal community groups.

Near Term Recommendations:

- **Improve the travel time and reliability of West Side transit routes.** Surveys of West Side residents and transit users collected for this study indicated that faster transit service (e.g. shorter travel times) and improved reliability are most likely to encourage drivers to take transit to access West Side hubs. Multiple projects are underway to improve travel time and on many of the routes serving West Side transit hubs, such as the ongoing project to speed service on the L-Taraval, which connects to West Portal and directly downtown. Implementing these projects is critical to improving access to transit hubs. Beyond these efforts, the 29-Sunset stands out as a promising opportunity for additional improvement. This route serves a major West Side transit hub (Balboa Park BART), but travel times are long for most West Side residents. Ridership has grown by about 40 percent since 2007, and vehicles are experiencing crowding in some locations. All these factors suggest that additional investment is justified. Additional work is also needed to address reliability problems affecting access to transit hubs. We recommend continuing and augmenting ongoing efforts to address reliability at the West Portal Station by addressing circulation issues affecting all modes of travel and identifying strategies to reduce transit delay. A final recommendation is to develop a plan for accommodating more frequent bus service to the Daly City BART station. Our analysis found that Daly City BART station as currently configured lacks space to absorb more frequent connecting bus service.
- **Leverage Underutilized Routes to Strengthen Connections to Hubs.** Survey responses suggest that lack of nearby transit routes is not a top barrier to taking transit. However, there

are opportunities to reconfigure existing, lower-performing routes to improve performance and strengthen connections to transit hubs. Several routes on the West Side are underutilized but the 66-Quintara stands out as the least utilized route in the study area and one that lacks connections to major destinations or transit hubs. We recommend studying options to improve the 66-Quintara or other lower performing routes.

- **Pilot methods of encouraging carpooling and ridesharing to transit hubs.** Our survey found that about a third of drivers would consider taking a shared ride service to access West Side transit hubs; drivers appeared to be more interested in these services than non-drivers. Shared ride services have the potential to expand the options available to drivers interested in taking transit from a major hub, especially for those who live outside walking distance of their preferred transit route. We recommend developing a scope of work and seeking funding for a pilot project to encourage carpooling and ridesharing to hubs.
- **Increase bicyclist' safety and comfort to encourage bicycling to hubs.** Survey results suggest that improving bicycle safety, addressing challenges associated with hilly terrain, and reducing the incidence of bicycle theft should be top priorities for encouraging more bicycling by residents in the Southwest part of the city. Based on this, top recommendations include implementing planned projects to improve bicycle safety in the Geneva Corridor and on Ocean Avenue (or on parallel routes), which provide connections to the Balboa Park BART station; implementing secure bicycle parking in the West Portal area to allow commuters to leave bikes securely while they travel downtown; and identifying funding for a study to develop a plan for improved bicycle connections to the Daly City BART station.

Long Term Recommendations:

- **Explore subway extensions and creating freeway high occupancy vehicle lanes for express buses.** Expanding direct access to underground rail or other grade-separated transit has the potential to significantly improve travel times to downtown for West Side residents, especially those not currently living near a hub. Plans are already underway to underground portions of the M-Line through the M-Ocean View/19th Avenue Project, and the potential for additional subway expansions could be considered as part of the Transit Modal Concept Study in the next Long Range Transportation Planning Process. Another strategy for reducing travel times between the West Side and downtown would be to dedicate a lane to transit buses on I-280, which would allow buses from the West Side to express downtown within 20 minutes or less once on the freeway. The viability of this idea could be explored as part of developing the Freeway and Street Traffic Management Strategy in the Long Range Transportation Planning Process (LRTPP).
- **Develop a strategy for reducing reliance on single occupant vehicle driving for travel between the West Side and South Bay.** Our analysis focused on travel between the West Side and downtown San Francisco, which is the second most common commute destination. Future studies should also examine how best to reduce driving dependence for West Side workers destined for the South Bay, which is the top commute destination but more difficult to serve by transit given low employment densities and an abundance of parking relative to downtown San Francisco. Approximately 90 percent of morning peak period trips between the Sunset and South Bay are currently made by driving, compared to about 28 percent of trips between the Sunset and downtown. Future studies could examine options such as providing direct express bus services between the West Side and top South Bay commute destinations; providing more continuous dedicated high occupancy vehicle/transit lanes on US 101 or I-280; providing direct incentives for carpooling/ridesharing; or strengthening connections to Caltrain.

These ideas could be considered as part of developing the Freeway and Street Traffic Management Strategy in the LRTPP.

ALTERNATIVES

1. Recommend approval of the Improving West Side Transit Access SAR, as requested.
2. Recommend approval of the Improving West Side Transit Access SAR, with modifications.
3. Defer action, pending additional information or further staff analysis.

CITIZENS ADVISORY COMMITTEE

The CAC was briefed on this item at its February 24, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend approval of the Improving West Side Transit Access SAR.

Enclosure:

1. Draft Improving West Side Transit Access Strategic Analysis Report

RESOLUTION APPOINTING JOHN LARSON TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There are two vacancies on the CAC; and

WHEREAS, At its March 15, 2016 meeting, after review and consideration of all candidates' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of John Larson to serve on the CAC for a period of two years, and to continue the remaining vacancy to allow additional time for candidate recruitment; now, therefore, be it

RESOLVED, That the San Francisco County Transportation Authority hereby appoints John Larson to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



Memorandum

Date: 03.10.16 **RE:** Plans and Programs Committee
March 15, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Cohen, Peskin and Wiener (Ex Officio)

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

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

Summary

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

BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the resignation of Wells Whitney and the term expiration of John Larson. Mr. Larson is seeking reappointment. There are currently 26 applicants to consider for the existing vacancies.

DISCUSSION

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

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

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

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

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. If a candidate is unable to appear before the Committee, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

ALTERNATIVES

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

CAC POSITION

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

FINANCIAL IMPACTS

None.

RECOMMENDATION

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

Attachments (2):

1. Matrix of CAC Members
2. Matrix of CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Wells Whitney	M	C	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 17
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 16
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Sep 16
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
John Morrison	M	NP	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	May 15	May 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino			
	NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)					

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 03.09.16)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Renee Anderson*	F	C	11	Outer Mission	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
2 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
5 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
6 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
7 Fabian Gallardo	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
10 Johnny Jaramillo*	M	NA	2	Van Ness Corridor	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
11 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
12 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood
13 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
14 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy
15 John Larson	M	C	7	Miraloma Park	Environment, Neighborhood, Public Policy
16 Marlo McGriff*	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Rachel Morgan*	F	NP	3	South of Market	Business, Disabled, Neighborhood, Public Policy
18 Catherine Orland	F	C	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy
19 James Pierre Louis*	M	AA	3	Financial District /Embarcadero	Environment, Neighborhood
20 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
21 Glenn Savage*	M	NP	2	Pacific Heights	Business, Neighborhood, Public Policy
22 Deborah Schrimmer	F	C	5	Cole Valley	Neighborhood, Public Policy
23 Daniel Sisson	M	C/H	1	Inner Richmond	Business, Neighborhood, Public Policy
24 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
25 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
26 David Zebker*	NP	NP	6	Tenderloin	Environment
A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino	
	NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)			

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

RESOLUTION APPROVING THE 2016 PROP AA CALL FOR PROJECTS PROGRAMMING
RECOMMENDATIONS AND AMENDING THE PROP AA STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the San Francisco County Transportation Authority (Transportation Authority) to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan; and

WHEREAS, In December 2012, through Resolution 13-23, the Transportation Authority Board adopted the first Prop AA Strategic Plan, which among other elements, included programming of \$26.4 million in Prop AA funds to 19 projects in the first five years (i.e., Fiscal Years 2012/13 to 2016/17) and detailed a set of policies for administering the program; and

WHEREAS, Consistent with Prop AA's focus on quickly delivering tangible benefits to neighborhoods citywide, the Strategic Plan policies allow for periodic calls for projects to reprogram cost savings and funds from programmed projects that fail to request funds in a timely manner; and

WHEREAS, By fall 2015, Transportation Authority staff had confirmed \$1,193,197 in unneeded Prop AA funds (primarily from cost savings) from six projects in the Strategic Plan, largely from the Pedestrian Safety and Transit Reliability and Mobility Improvements categories (\$680,800 and \$507,980, respectively); and

WHEREAS, The Strategic Plan includes a Special Condition that the San Francisco Municipal Transportation Agency's Rapid Network projects shall have priority for receiving any additional



Prop AA funds in the Transit Reliability and Mobility Improvements category through Fiscal Year 2016/17 that arise from cost savings, cancelled projects, etc., provided that they meet all other requirements in a corresponding call for projects; and

WHEREAS, In November 2015 the Transportation Authority issued a competitive call for projects and by the January 13, 2016 deadline, had received five candidate projects requesting over \$2.5 million in Prop AA funds as described in Attachment 1 and the enclosure, compared to the \$1.193 million available; and

WHEREAS, In order to fund more projects, staff revisited the Prop AA Strategic Plan revenue assumptions and based on higher than anticipated revenue collections to date, staff proposed increasing the revenue projections by about 3.9% or from about \$4.64 million annually to about \$4.83 million annually (Attachment 2); and

WHEREAS, Revising the revenue estimates, after netting out 5% administration costs, increases the capital reserve by \$999,737, which is available for programming to projects; and

WHEREAS, Transportation Authority staff evaluated the projects using the Board-adopted screening and prioritization criteria, and giving consideration to the aforementioned special condition for the Transit Reliability and Mobility Improvements category; and

WHEREAS, The staff recommendation (shown in Attachment 3) is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from capital reserve) to fully fund three projects including construction funds for the Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) Streetscape Improvements, and the Muni Bus Layover Area at the BART Daly City Station (\$507,980) projects; and partial funding for the design phase of the Bulb-outs at WalkFirst Locations project (\$491,757); and

WHEREAS, The staff recommendation would hold the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014; and

WHEREAS, The recommended programming would require amending the Prop AA Strategic Plan to program a total of \$2,192,934 in Prop AA funds to the aforementioned projects as shown in Attachments 3 and 4; and

WHEREAS, At its February 24, 2016 meeting, the Citizens Advisory Committee was briefed on the proposed 2016 Prop AA Call for Projects programming recommendations and corresponding Prop AA Strategic Plan amendment and adopted a motion of support for the staff recommendation; and

WHEREAS, At its March 15, 2016 meeting, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop AA Strategic Plan as shown in Attachment 4; and be it further

RESOLVED, That the Transportation Authority hereby approves the 2016 Prop AA Call for Projects programming recommendations as detailed in Attachment 3.

Attachments (4):

1. Prop AA Summary of Project Submissions
2. Prop AA Revised Revenue Projections
3. Prop AA Draft Programming Recommendations
4. Proposed Amended Prop AA Strategic Plan

Enclosure:

1. Prop AA Project Evaluation and Project Information Forms (6 documents total)

Attachment 1.
Prop AA Summary of Project Submissions

Pedestrian Safety Category.

Number	Project Name	Brief Project Description	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	First Fiscal Year	District(s)	Notes
1	Greenwich Gate	The project would recreate an historic opening in the Presidio boundary wall at the intersection of Greenwich and Lyon Streets, and create a new narrow (~12ft) gate for pedestrians and cyclists. The project also includes construction of 535 linear feet of multi-use trail to connect the Greenwich Gate to the Lombard/Letterman intersection, completing one of the two remaining gaps in the Presidio Promenade multi-use trail. The project was identified in Presidio Trails and Bikeways Master Plan (July 2003).	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	15/16	2	
2	Bulb-outs at WalkFirst Locations	This project funds the design phase to upgrade up to 25 existing Painted Safety Zones (PSZ) to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city. The SFMTA will select the highest-priority PSZs with collision patterns that warrant upgrade. Design would begin in Spring 2016 and start construction in Spring 2018. Locations were identified through WalkFirst planning process.	SFMTA	Design	\$ 6,600,000	\$ 600,000	15/16	Citywide	Construction phase to be funded with SFMTA Revenue Bonds.
3	Broadway Chinatown Streetscape Improvements	This project would make improvements to Broadway between Columbus and the Broadway Tunnel, including new pedestrian crossings; roadway reconfiguration and repaving; sharrow to improve cyclist visibility; and pedestrian amenities such as pedestrian lighting, tree planting, and bus shelter and seating improvements. Project includes a focus on safety improvements around Jean Parker Elementary School. Caltrans Environmental Justice Transportation Planning grant funded a community engagement process for the project in 2011 and 2012. Construction is expected to be completed by Spring 2017.	SFPW	Construction	\$ 8,199,591	\$ 1,029,839	15/16	3	Prop AA would leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and state Safe Routes to School grant to fully fund the project. Project was originally advertised for bid in September 2015. Only one bid was received at 30% over engineer's estimate, which SFPW largely attributes to a very competitive bid climate. Due to lack of funds and interest in attracting additional bidders, SFPW did not accept this bid. SFPW has reworked the bid package by reducing the Water Department's scope and identifying alternate bid items such as sidewalk waterproofing, bronze alleyways name plaques, street tree irrigation, and 24 months of plant establishment. Additional Prop AA funds would fully fund project scope.
4	Mansell Streetscape Improvements	The project will reconfigure Mansell Street through McClaren Park by reducing the number of vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median between Visitation and Brazil Avenues, and creating a multi-use path on the north side of the median. Project will provide improved connections between adjacent neighborhoods, park trail systems, and three public schools located immediately adjacent to the park. Improvements were prioritized through public outreach in 2010 and 2013. Construction is expected to be completed by September 2016.	SFPW	Construction	\$ 6,955,141	\$ 163,358	15/16	9, 10, 11	Prop AA would leverage OBAG funds, prior Prop AA and Prop K allocations, Urban Greening grant, and Recreation and Park Department (RPD) funds to fully fund the project. SFPW awarded the construction contract in August 2015 and construction is underway. SFPW is requesting additional Prop AA funds to cover the cost of higher than anticipated bids primarily for the street lights bid item (low bid was ~\$120,000 above the engineer's estimate), less RPD bond funds available than predicted (~\$50,000), and for guardrail repair that was not included in the base contract. Prop AA funds would replenish the contingency budget used to award the contract.
TOTAL					\$ 22,659,829	\$ 2,043,197			

¹ Projects are not listed in priority order. Projects are sorted by Sponsor, then by Project Name.

² Sponsor abbreviations include: San Francisco Public Works (SFPW) and the San Francisco Municipal Transportation Agency (SFMTA).

**Attachment 1.
Prop AA Summary of Project Submissions**

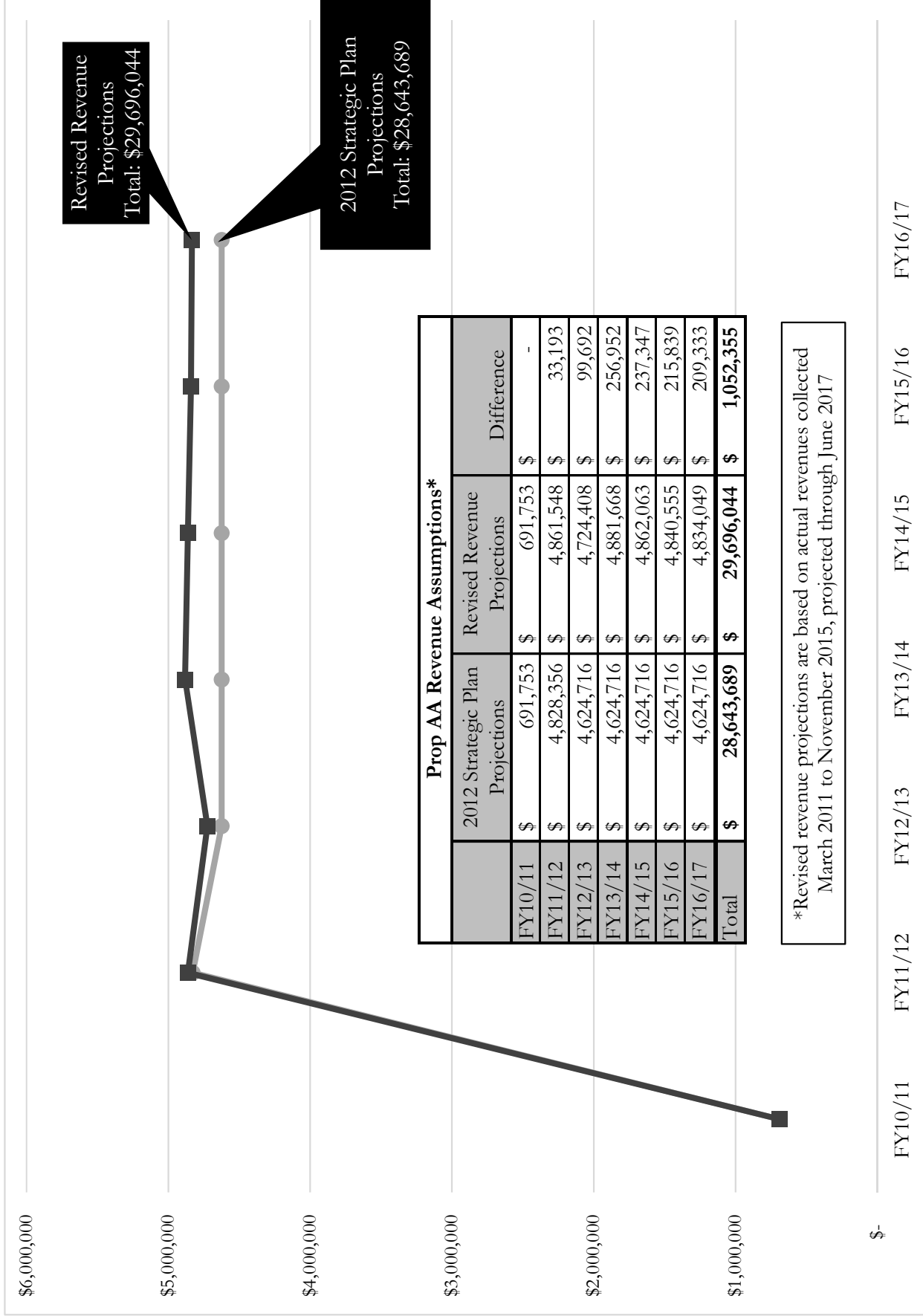
Transit Reliability and Mobility Improvement Category.

Number	Project Name	Brief Project Description	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year	District(s)	Notes
1	Muni Bus Layover Area at BART Daily City Station	This project would convert up to 30 paid parking spaces within the Daily City BART parking lot into a new bus layover area to accommodate planned service increases on the Muni 14 Rapid-Mission Rapid route. The Daily City BART Station serves as the terminal of the Muni 14R. Due to existing space constraints, Muni buses are directed to layover outside the station on De Long Street. In Spring 2016, service will increase from weekday peak-only to all day weekday and weekend services, resulting in 950 additional passengers per day. Project would be completed by December 2016. Loss of BART parking revenue would be offset by increased fare revenue associated with the additional trips on the Muni 14R.	BART	Construction	\$ 550,000	\$ 550,000	15/16	N/A	Letter of support received from the SFMTA.
TOTAL					\$ 550,000	\$ 550,000			

¹ Projects are not listed in priority order. Projects are sorted by Sponsor, then by Project Name.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART)

Attachment 2.
Prop AA Revised Revenue Projections



**Attachment 3.
2016 Prop AA Call for Projects
Draft Programming Recommendations**

Pedestrian Safety Category.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
15	Broadway Chinatown Streetscape Improvements	SFPW	Construction	\$ 8,199,591	\$ 1,029,839	\$ 1,029,839	Construction contract ready to re-advertise. Prop AA would leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and a state Safe Routes to School grant to fully fund the project.
12	Mansell Streetscape Improvements	SFPW	Construction	\$ 6,955,141	\$ 163,358	\$ 163,358	Project is under construction. Prop AA would leverage OBAG, prior Prop AA and Prop K allocations, Urban Greening grant, and Rec Park funds to fully fund the project.
12	Bull-outs at WalkFirst Locations	SFMTA	Design	\$ 6,600,000	\$ 600,000	\$ 491,757	Recommend partial funding since number of project locations designed can be scaled to funds available. Construction phase to be funded with SFMTA Revenue Bonds. Can apply for future Prop AA or Prop K.
8	Greenwich Gate	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	\$ -	No funds available after funding higher scoring projects. Design is 10% complete; additional public outreach is needed before project advances to final design and construction. Potential candidate for future Prop AA or Transportation Fund for Clean Air funds.
Pedestrian Safety Category Sub-Total				\$ 22,659,829	\$ 2,043,197	\$ 1,684,954	Uses all funds available for reprogramming in this category (\$680,800) and Street Repair (\$4,417), plus \$999,737 from capital reserve.

Transit Reliability and Mobility Improvement Category.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
9.5	Muni Bus Layover Area at BART Daily City Station	BART	Construction	\$ 550,000	\$ 550,000	\$ 507,980	Project is ready to advertise for construction. Prop AA will leverage funds from BART and San Mateo County. San Mateo County will fund the difference between the requested amount and the amount available in this Prop AA category. BART has submitted a concurrent Prop AA funding request.
Transit Reliability and Mobility Improvement Category Sub-Total				\$ 550,000	\$ 550,000	\$ 507,980	Uses all funds available for reprogramming in this category.

TOTAL \$	23,209,829	\$	2,593,197	\$	2,192,934
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Amount Available for Programming	Available from deobligations and reprogramming	\$ 1,193,197
	Available from (increased) Prop AA Capital Reserve	\$ 999,737
TOTAL AVAILABLE		\$ 2,192,934
REMAINING CAPITAL RESERVE		\$ 240,000

(~5% of annual revenues net of 5% for program administration)

¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

**Attachment 4.
Prop AA Strategic Plan
Programming and Allocations (Pending Board Approval 3.22.16)**

Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
Street Repair and Reconstruction								
Funds Available in Category			\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
9th Street Pavement Renovation	CON	SFPW	\$ 2,216,627					\$ 2,216,627
28th Ave Pavement Renovation	CON	SFPW	\$ 1,174,260					\$ 1,174,260
	Deobligation	SFPW	\$ (4,417)					\$ (4,417)
Chinatown Broadway St	DES	SFPW		\$ 650,000				\$ 650,000
Mansell Corridor Improvement Project	DES	SFMTA		\$ 202,228				\$ 202,228
	CON	SFMTA			\$ 2,325,624			\$ 2,325,624
McAllister St Pavement Renovation	CON	SFPW		\$ 2,210,000				\$ 2,210,000
Dolores St Pavement Renovation	CON	SFPW			\$ 2,210,000			\$ 2,210,000
Brannan St Pavement Renovation	CON	SFPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed (48%)			\$ 3,386,470	\$ 3,062,228	\$ 4,535,624	\$ -	\$ 2,210,000	\$ 13,194,322

Pedestrian Safety								
Funds Available in Category			\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 2,104,780	\$ 1,105,043	\$ 7,859,353
Arguello Gap Closure	CON	Presidio		\$ 350,000				\$ 350,000
Mid-Block Crossing on Natoma/8th	DES	SFMTA		\$ 55,000				\$ 55,000
	CON	SFMTA			\$ 310,000			\$ 310,000
Ellis/Eddy Traffic Calming Improvement	DES	SFMTA		\$ 337,450	\$ -			\$ 337,450
Franklin and Divisadero Signal Upgrades	DES	SFMTA		\$ 825,000				\$ 825,000
	Deobligation	SFMTA		\$ (564,730)				\$ (564,730)
	CON	SFMTA			\$ 636,480			\$ 636,480
Franklin St Pedestrian Signals	DES	SFMTA		\$ -				\$ -
	CON	SFMTA			\$ -			\$ -
Pedestrian Countdown Signals	CON	SFMTA	\$ 1,683,000					\$ 1,683,000
McAllister St Campus Streetscape	DES	UC Hastings		\$ 83,000				\$ 83,000
	CON	UC Hastings			\$ 1,762,206			\$ 1,762,206
Webster St Pedestrian Signals	DES	SFMTA			\$ 260,000			\$ 260,000
	CON	SFMTA				\$ 104,794		\$ 104,794
Gough St Pedestrian Signals	DES	SFMTA				\$ 300,000		\$ 300,000
	DES/CON	SFMTA				\$ 37,000		\$ 37,000
Broadway Chinatown Streetscape Improvements	CON	SFPW				\$ 1,029,839		\$ 1,029,839
Mansell Streetscape Improvements	CON	SFPW				\$ 163,358		\$ 163,358
Bulb-outs at WalkFirst Locations	DES	SFMTA				\$ 491,757		\$ 491,757
Subtotal Programmed (28%)			\$ 1,683,000	\$ 1,085,720	\$ 2,968,686	\$ 2,126,748	\$ -	\$ 7,864,154

Transit Reliability and Mobility Improvements								
Funds Available in Category			\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
Civic Center BART/Muni Bike Station	CON	BART		\$ 248,000				\$ 248,000
City College Pedestrian Connector	DES	SFMTA		\$ 42,000				\$ 42,000
	CON	SFMTA			\$ 891,000			\$ 891,000
	CON	SFMTA			\$ -			\$ -
Hunters View Transit Connection	DES	MOH		\$ 195,000				\$ 195,000
	CON	MOH		\$ 1,649,994				\$ 1,649,994
24th St Mission SW BART Plaza and Pedestrian Improvements	CON	BART	\$ 1,217,811					\$ 1,217,811
	Deobligation	BART	\$ (503,980)					\$ (503,980)
Rapid Network Placeholder	DES/CON	SFMTA			\$ -	\$ 965,000	\$ 1,099,919	\$ 2,064,919
Elevator Safety and Reliability Upgrades	CON	SFMTA				\$ 287,000		\$ 287,000
Muni Bus Layover Area at BART Daly City Station	CON	BART				\$ 507,980		\$ 507,980
Subtotal Programmed (24%)			\$ 713,831	\$ 2,134,994	\$ 891,000	\$ 1,759,980	\$ 1,099,919	\$ 6,599,724

Total Programmed	\$ 5,783,301	\$ 6,282,942	\$ 8,395,310	\$ 3,886,728	\$ 3,309,919	\$ 27,658,200
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Total Available Funds	\$ 8,717,775	\$ 4,680,172	\$ 4,420,172	\$ 5,419,909	\$ 4,420,172	\$ 27,658,200
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	Allocated
	Pending
	Proposed New Programming



Memorandum

Date: 03.10.16 **RE:** Plans and Programs Committee
March 15, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Cohen, Peskin and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Approval of the 2016 Prop AA Call for Projects Programming Recommendations Totaling \$2,192,934 for Four Projects and Amendment of the Prop AA Strategic Plan

Summary

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements consistent with a 2010 voter-approved expenditure plan. One of the features of Prop AA is a focus on quick-to-deliver projects that bring tangible benefits to neighborhoods citywide. Correspondingly, the 2012 Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner. In November we issued a call for projects to program \$1,193,197 in Prop AA revenues available mainly from cost savings from recently completed projects. By the January 13, 2016 deadline we received five applications requesting about \$2.6 million in Prop AA funds. In order to fund more projects, we updated the Prop AA revenue assumptions for the first five years of the Strategic Plan (Fiscal Years 2012/13–2016/17) based on actual revenues collected to date, which are about 3.9% higher than was assumed in the Strategic Plan. Revising the revenue estimates, after netting out 5% program administration costs, increases the capital reserve by \$999,737, which is now available for programming. We evaluated projects using the Board-adopted screening and prioritization criteria. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project (Attachment 3). This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid; and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5

million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

In 2012 the Transportation Authority approved the first Prop AA Strategic Plan, which included programming of \$26.4 million in Prop AA funds for 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$21 million in Prop AA funds have been allocated and most of the projects eligible for funds through Fiscal Year 2015/16 have received allocations.

By fall 2015, we had confirmed that six projects in the Strategic Plan would not need the full amount of Prop AA funds to reach completion, resulting in \$1.193 million available for programming to new projects. Consistent with Prop AA policies to deliver tangible benefits quickly to neighborhoods citywide, we issued a competitive call for projects in November 2015.

DISCUSSION

The purpose of this memorandum is to present the 2016 Prop AA call for projects draft programming recommendations to the Plans and Programs Committee, and to seek a recommendation for the approval of these programming recommendations and a corresponding amendment of the Prop AA Strategic Plan.

Call for Projects: On November 25, 2015, we issued a call for projects to program \$1,193,197 in Prop AA vehicle registration fee revenues available primarily from cost savings from recently completed projects, largely from the Pedestrian Safety and Transit Reliability and Mobility categories (\$680,800 and \$507,980, respectively). By the January 13, 2016 deadline we had received five applications requesting approximately \$2.6 million in Prop AA funds. Attachment 1 summarizes the applications received. Additional detail is provided in the project information forms included in the enclosure.

Funds Available: The call for projects was based on approximately \$1.2 million in Prop AA funds available from costs savings and other un-needed funds as detailed in Table 1 on the next page. Given that the call for projects generated requests for more than twice that amount of funds and that we are in the last year of the 5-years of programming included in the 2012 Prop K Strategic Plan, we decided to revisit revenue assumptions to see if more funds could be available to program at this time.

Prop AA revenue collection began in May 2011. The 2012 Strategic Plan was the first one ever adopted for Prop AA. As shown in Attachment 2, at the time, Prop AA revenues were projected to average \$387,000 per month, or about \$4.64 million annually, based on the number of vehicles registered in San Francisco – a number which was expected to remain relatively flat over time. Based on actual revenues collected between March 2011 and November 2015, we are revising our revenue assumptions by about 3.9% to \$402,800 per month or about \$4.83 million annually. The Strategic Plan programs funds to projects in the 5-year period spanning Fiscal Years 2012/13 to 2016/17. Over that 5-year, the revised revenue assumptions makes an additional \$1,052,355 million available.

Table 1. Funds Available for Reprogramming (e.g. cost savings, unneeded funds)

Project (Phase)	Amount	Prop AA Expenditure Plan Category	Reason Funds Available
Franklin and Divisadero Signal Upgrades (Design)	\$564,730	Pedestrian Safety	Project costs were lower than anticipated due to efficiencies realized from best practices based on prior, similar projects. Design phase also benefitted from coordination with San Francisco Public Work's repaving project along the same corridor.
24th Street/Mission BART SW Plaza and Pedestrian Improvements (Construction)	\$503,980	Transit Reliability and Mobility Improvements	Costs were lower than anticipated because of a favorable bid environment.
Franklin Street Pedestrian Signals (Design and Construction)	\$88,520	Pedestrian Safety	Cost savings. Combined with Franklin and Divisadero project. See above.
Ellis/Eddy Traffic Calming (Design)	\$27,550	Pedestrian Safety	Project funded via Prop K.
28th Avenue Pavement Renovation (Construction)	\$4,417	Street Repair and Reconstruction	Project costs were lower than anticipated. Project completed under budget.
City College Pedestrian Connector (Construction)	\$4,000	Transit Reliability and Mobility Improvements	Funds not needed. Project budget lower than anticipated at programming.
Total Funds Available	\$1,193,197		

The table below details how the revised revenue assumptions result in increased capital reserve funds that could be available for programming to new projects now or programmed as part of next year's Strategic Plan update. It should be noted that Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues.

Table 2. Increased Prop AA Capital Reserve

Revised estimated revenues (Fiscal Year 2010/11 – Fiscal Year 2016/17)	\$29,696,044
Funds programmed in the 2012 Strategic Plan	(\$26,658,463)
5% Program administration costs (including one-time startup costs*)	(\$1,797,845)
Existing Capital Reserve (~5% of annual revenue)	(\$240,000)
Increased Capital Reserve – currently available for programming	(\$999,737)

*One-time startup costs of \$314,000.

Draft Programming Recommendations: We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA call for projects, application of the Board-adopted prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all five projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a WalkFirst corridor or directly improve access to transit or schools). Descriptions of the evaluation criteria and the resulting project scores are detailed in the Project Evaluation table in the enclosure with one table for the Pedestrian Safety category and a second table for the Transit Reliability and Mobility Improvement category. For the latter category, we also took into consideration the special condition included in the Prop AA Strategic Plan that gives priority to San Francisco Municipal Transportation Agency (SFMTA)'s Rapid Network projects for receiving any Prop AA funds in the Transit Reliability and Mobility Improvements category that arise from cost savings, cancelled projects, etc. – provided that they meet all other requirements in the call for projects, including project readiness standards.

Attachment 3 shows our draft programming recommendations along with the evaluation score for each project as reference. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project. Only the lowest scoring project is not recommended for any funding. This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid route (this was the only project submitted for funding from the Transit Category); and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. The SFMTA is able to scale the number of locations to be designed based on the amount of funds available. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

We are not recommending funding for the Presidio Trust's Greenwich Gate project, which would create a new 12-foot gate for pedestrians and cyclists at the Presidio boundary wall at the intersection of Greenwich and Lyon Streets, and a multi-use trail to connect the new gate at the intersection of Lombard and Letterman Streets. The primary reasons are related to project readiness and lack of additional funding after funding higher scoring projects. The project is at 10 percent design, and will need additional public outreach prior to advancing into the final design and construction phases, which are the eligible phases for Prop AA funding.

Strategic Plan Amendment: The recommended draft programming for these projects would require an amendment to the Prop AA Strategic Plan to program \$999,737 from the increased Prop AA capital reserve (as described above) in addition to the funds available from recently completed projects (\$1,193,197); and to add the four new recommended projects with \$2,192,934 in Prop AA funds. Attachment 4 shows the proposed amendment Strategic Plan programming.

ALTERNATIVES

1. Recommend approval of the 2016 Prop AA call for projects programming recommendations and

amendment of the Prop AA Strategic Plan, as requested.

2. Recommend approval of the 2016 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Approval of the programming recommendations and Strategic Plan amendment does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Transportation Authority Board. Sufficient funds are included in the adopted Fiscal Year 2015/16 budget to accommodate the recommended cash flows should the Transportation Authority Board approve the Prop AA Strategic Plan amendment and subsequent allocation requests.

CAC POSITION

The CAC was briefed on this item at its February 24, 2016 meeting and adopted a motion of support for the staff recommendation.

RECOMMENDATION

Recommend approval of the 2016 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan.

Attachments (4):

1. Prop AA Summary of Project Submissions
2. Prop AA Revised Revenue Projections
3. Prop AA Draft Programming Recommendations
4. Proposed Amended Prop AA Strategic Plan

Enclosure:

1. Prop AA Project Evaluation and Project Information Forms (6 documents total)



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RESOLUTION ALLOCATING \$10,975,410 IN PROP K FUNDS AND \$794,980 IN PROP AA FUNDS, WITH CONDITIONS, FOR SIX REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received four Prop K requests totaling \$10,975,410 and two Prop AA allocation requests totaling \$794,980, 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: Prop K Rehabilitate/Upgrade Existing Facilities – MUNI, Prop K Street Resurfacing, Rehab and Maintenance and Prop K Pedestrian Circulation/Safety; and from the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for all of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Elevator Safety and Reliability Upgrades requires a Prop AA Strategic Plan amendment to reprogram \$287,000 in Fiscal Year 2014/15 funds from Rapid Network Placeholder to the subject project; and

WHEREAS, The SFMTA's request for Fall Protection Systems – Presidio Division and San Francisco Public Works' (SFPW's) requests for two pavement renovation projects require Prop K 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$10,975,410 in Prop K funds, with conditions and \$794,980 in Prop AA funds,



with conditions, for six projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; 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 February 24, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

WHEREAS, On March 15, 2016 the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop AA Strategic Plan as detailed in the enclosed allocation request form for Elevator Safety and Reliability Upgrades; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K 5YPPs for the Rehabilitate/Upgrade Existing Facilities – MUNI and Street Resurfacing, Rehab and Maintenance categories, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds, with conditions, 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 and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA 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 to 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 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 (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District	
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	20M	SFMTA	Fall Protection Systems - Presidio Division	\$706,397		\$706,397	90%	0%	Construction	5	
Prop K	34	SFPW	Clayton St, Clipper St, and Portola Dr Pavement Renovation	\$5,455,263		\$5,455,263	79%	0% for request; 86% for SFPW's FY 15-16 paving program	Construction	8	
Prop K	34	SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation	\$4,785,750		\$4,785,750	79%	0% for request; 86% for SFPW's FY 15-16 paving program	Construction	7, 8	
Prop K	40	SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	\$28,000		\$28,000	25%	0%	Planning, Design, Construction	6	
Prop AA	Transit	SFMTA	Elevator Safety and Reliability Upgrades		\$ 287,000	\$2,734,500	NA	90%	Construction	5, 6, 7, 8	
Prop AA	Transit	BART	Muni Bus Layover Area at BART Daly City Station		\$ 507,980	\$550,000	NA	53%	Construction	n/a	
TOTAL							\$ 10,975,410	\$ 794,980	\$ 14,259,910		

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: BART (Bay Area Rapid Transit District); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
20M	SFMTA	Fall Protection Systems - Presidio Division	\$ 706,397	\$ -	The SFMTA is requesting funding to construct fall protection systems at the SFMTA's Presidio Division trolleybus maintenance facility. The project will increase the productivity of the facility by equipping each of the eight bus maintenance lanes with protection systems for what has become commonly performed roof-top repairs. Currently, only one lane has a fall protection system. Construction should start in Spring 2016 and be completed by December 2016.
34	SFPW	Clayton St, Clipper St, and Portola Dr Pavement Renovation	\$ 5,455,263	\$ -	Funds will be used to perform pavement renovation for 24 blocks of Clipper Street, Clayton Street, Portola Drive and Twin Peaks Boulevard. The project scope also includes approximately 70 new curb ramps as well as sidewalk and curb repairs. SFPW plans to begin construction in October 2016 and finish by July 2017. See page E7-35 of the enclosure for the list of locations for SFPW's FY 15/16 paving program.
34	SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation	\$ 4,785,750	\$ -	SFPW is requesting construction funding for pavement renovation on approximately 47 blocks of Corwin Street, Diamond Street, Douglass Street, Eureka Street, Grandview Avenue, Hiliritas Avenue, Mangels Avenue, Moreland Street, Romain Street, Miramar Avenue, and Saint Elmo Way. The project scope also includes approximately 107 new curb ramps as well as sidewalk and curb repairs. Construction should begin in September 2016 and be complete by October 2017. See page E7-35 of the enclosure for the list of locations for SFPW's FY 15/16 paving program.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40	SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	\$ 28,000	\$ -	Requested funds will be used to open a mid-block crosswalk across Sherman Street, connecting the Bessie Carmichael Elementary school yard entrance to the pathway through the Victoria Manalo Draves Park. This project emerged from a site visit with school administrators and community members. Improvements include two new curb ramps, a painted crosswalk, and school crossing signage. The SFMTA expects to secure legislative and environmental clearances by December 2016, and complete design by June 2017. The project is expected to be open for use by December 2017. Construction would be performed by city crews.
Transit	SFMTA	Elevator Safety and Reliability Upgrades	\$ -	\$ 287,000	Funds will be used for implement comprehensive upgrades to improve the safety and reliability of 12 elevators at the Van Ness (2), Castro (3), Church (3), and Forest Hill (4) Muni Metro Stations. The project will improve access to light rail stations which are a critical component of Muni's Rapid Network. Construction would begin in Summer 2016 and continue through Spring 2020.
Transit	BART	Muni Bus Layover Area at BART Daly City Station	\$ -	\$ 507,980	Funds will be used for construction of a bus layover area for the Muni 14R-Mission Rapid at the BART Daly City Station to accommodate planned service increases for the route. The station serves as the terminal of the 14R-Mission. Due to existing space constraints, Muni buses currently layover outside the station on De Long Street where they sometimes block the street and are subject to citation. This project would convert approximately 30 paid parking spaces within the BART parking lot into a new bus layover area. Loss of parking revenue would be offset by increased BART fare revenues from additional riders arriving via the 14R-Mission. Construction would start in October and the layover area would be open for use by December 2016.
TOTAL			\$ 10,975,410	\$ 794,980	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
20M	SFMTA	Fall Protection Systems - Presidio Division	\$ 706,397	-	5-Year Prioritization Program (5YPP) amendment: The recommendation is contingent upon a concurrent amendment to the Muni Facilities 5YPP to reprogram \$706,397 in Fiscal Year 2014/15 planning funds from the Woods Renovation Hoists and Bays project to the subject project. The SFMTA is prioritizing planned facility improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward. See attached 5YPP amendment for details.
34	SFPW	Clayton St, Clipper St, and Portola Dr Pavement Renovation	\$ 5,455,263	-	5YPP amendment: The recommendation is contingent upon a concurrent 5YPP amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to program \$90,033 in cumulative remaining programming capacity to the subject project. See attached 5YPP amendment for details.
34	SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation	\$ 4,785,750	-	5YPP amendment: The recommendation is contingent upon a concurrent 5YPP amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to program \$4,785,750 in cumulative remaining programming capacity to the subject project. See attached 5YPP amendment for details.
40	SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	\$ 28,000	-	We are recommending a multi-phase allocation given the straightforward and non-controversial nature of the scope, and the small amount of funding requested.
Transit	SFMTA	Elevator Safety and Reliability Upgrades	\$ -	287,000	Prop AA Strategic Plan Amendment: The recommendation is contingent upon a concurrent Prop AA Strategic Plan amendment to reprogram \$287,000 in Fiscal Year 2014/15 funds programmed to Rapid Network Placeholder to the subject project. See attached amendment for details.
Transit	BART	Muni Bus Layover Area at BART Daly City Station	\$ -	507,980	Recommendation is contingent upon approval of a prior item on this meeting agenda to amend the Prop AA Strategic Plan to program funds to the subject project.
TOTAL			\$ 10,975,410	\$ 794,980	

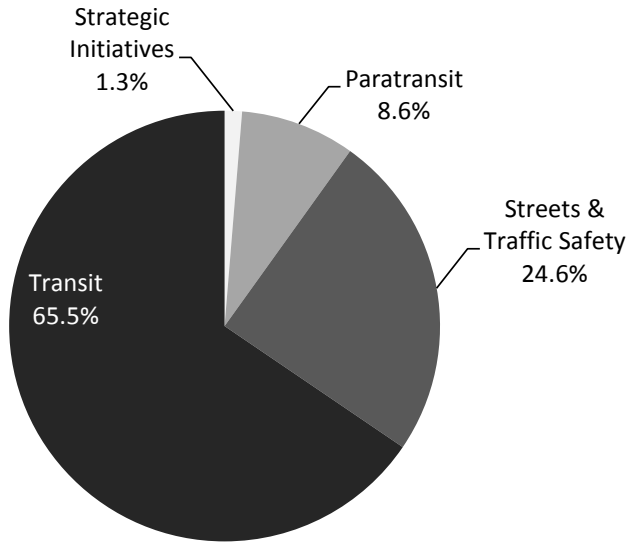
¹ See Attachment 1 for footnotes.

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

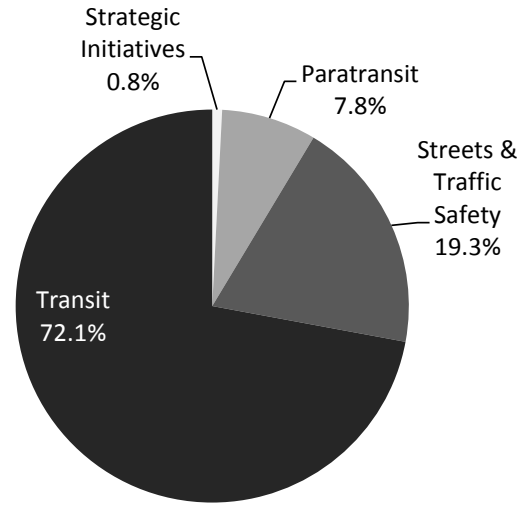
PROP K SALES TAX						
	Total	CASH FLOW				
		FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 177,921,117	\$ 96,473,275	\$ 71,239,568	\$ 9,927,720	\$ 150,577	\$ 32,495
Current Request(s)	\$ 10,975,410	\$ -	\$ 8,142,944	\$ 2,832,466	\$ -	\$ -
New Total Allocations	\$ 188,896,527	\$ 96,473,275	\$ 79,382,512	\$ 12,760,186	\$ 150,577	\$ 32,495

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

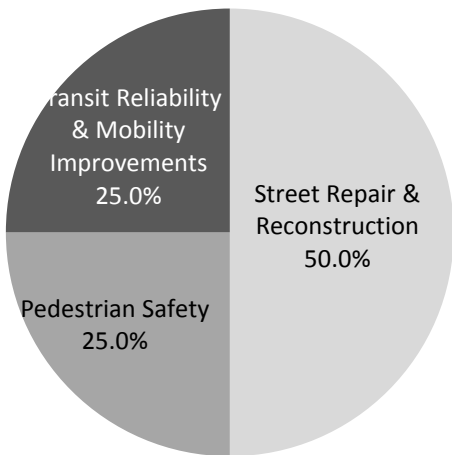


PROP AA VEHICLE REGISTRATION FEE

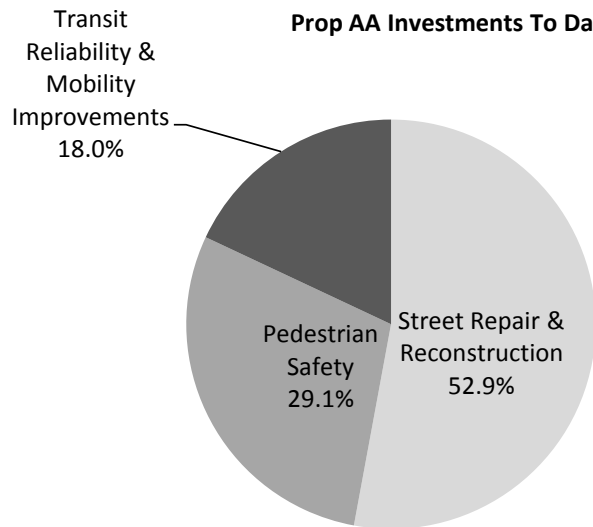
	Total	FY 2015/16	FY 2016/17	FY 2017/18
Prior Allocations	\$ 300,000	\$ 150,000	\$ 150,000	\$ -
Current Request(s)	\$ 794,980	\$ -	\$ 579,730	\$ 71,750
New Total Allocations	\$ 1,094,980	\$ 150,000	\$ 729,730	\$ 71,750

The above table shows total cash flow for all FY 2015/16 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

Date: 03.08.16 **RE:** Plans and Programs Committee
March 15, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Cohen, Peskin 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 \$10,975,410 in Prop K Funds and \$794,980 in Prop AA Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have six requests totaling \$11,770,390 in Prop K and AA funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested funding for three projects, including \$706,397 in Prop K funds for construction of fall protection systems at SFMTA's Presidio Division trolleybus maintenance facility; \$28,000 in District 6 Neighborhood Transportation Improvement Program capital funds for a new mid-block crosswalk on Sherman Street at Bessie Carmichael Elementary School; and, \$287,000 in Prop AA funds for major system overhauls of twelve elevators at Van Ness, Church, Castro and Forest Hill Muni Metro stations. San Francisco Public Works has requested a total of \$10,241,000 in Prop K funds for the construction phases of two street resurfacing projects that will improve more than 70 city blocks, including new curb ramps. Bay Area Rapid Transit (BART) has requested \$507,980 in Prop AA funds to construct a bus layover area at BART's Daly City station for SFMTA's 14R-Mission Rapid line to accommodate planned service increases for the route. Our recommendation to fund the BART project is contingent upon Board approval of the proposed 2016 Prop AA programming recommendations, which is a separate item on this agenda.

BACKGROUND

We have received six requests for a combined total of \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds to present to the Plans and Programs Committee at its March 15, 2016 meeting, for potential Board approval on March 22, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Prop K Rehabilitate/Upgrade Existing Facilities – MUNI
- Prop K Street Resurfacing, Rehab and Maintenance
- Prop K Pedestrian Circulation/Safety
- Prop AA Transit Reliability and Mobility Improvements

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

DISCUSSION

The purpose of this memorandum is to present four Prop K requests totaling \$10,975,410 and two Prop AA requests totaling \$794,980 to the Plans and Programs Committee and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the six requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest. Our recommendation to fund the BART project is contingent upon Board approval of the proposed 2016 Prop AA programming recommendations, which is a separate item on this agenda.

Transportation Authority staff and project sponsors will attend the Plans and Programs Committee meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Commissioners may have.

ALTERNATIVES

1. Recommend allocation of \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its February 24, 2016 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$10,975,410 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, and \$794,980 in FY 2015/16 Prop AA funds, with conditions, for six requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries - FY 2015/16, shows the total approved FY 2015/16 allocations to date for both programs, 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 adopted FY 2015/16 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds, with conditions, for six requests, 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/Prop AA Allocation Summaries – FY 2015/16

Enclosure:

- Prop K/Prop AA Allocation Request Forms (6)