



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, April 26, 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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6. Award Three-Year Consultant Contracts, with an Option to Extend for Two Additional One-Year Periods, to Arup North America Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc. and WSP Parsons Brinckerhoff, for a Combined Amount Not to Exceed \$2,000,000 for On-Call Transportation Planning Services and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	55
7. Amend the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600 – ACTION*	69
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Items for Direct Board Consideration

10. Plan Bay Area Update – INFORMATION

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. Since then the agencies have adopted goals and performance measures, ABAG has been developing draft growth scenarios, and MTC has been evaluating how the largest of the nominated projects perform in moving the region toward its targets, including modeling the projects' costs and benefits. At the April Board meeting, ABAG and Planning Department staff will provide an update on PBA 2040, in particular on the proposed land use scenarios and what they would mean for San Francisco. We will also provide a preview of MTC's initial project performance results and a look ahead at related items we anticipate bringing before the Board as MTC and ABAG move toward adoption of the final preferred scenario, anticipated this September.

11. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION* 199

The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency program studying transportation and land use alternatives in the most rapidly growing areas of the City, including South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill. In anticipation of the Downtown Rail Extension, the electrification of Caltrain, and High-Speed Rail, the City is studying how best to coordinate these projects in a unified vision for the area rather than building each project independently. The first phase of the RAB has prepared conceptual design alternatives for four different project components, in addition to a study of overall land use considerations and opportunities for placemaking. Susan Gygi from the San Francisco Planning Department will provide an update on Phase 1, which is in the midst of its second round of public outreach.

12. Recognize Vince Harris, Director of Capital Programs & Construction at the San Francisco Municipal Transportation Agency, for Ten Years of Service to the City and County of San Francisco – INFORMATION**Other Items****13. 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.

14. Public Comment**15. Adjournment***** Additional materials**

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Board Meeting Agenda

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 22, 2016

1. Roll Call

Chair Wiener called the meeting to order at 11:08 a.m.

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

Absent at Roll Call: Commissioners Mar (entered during Item 10), Tang (entered during Item 3), Farrell and Kim (4)

2. Chair's Report – INFORMATION

Chair Wiener congratulated the California Department of Transportation and the Transportation Authority, along with their many public and private sector partners, on winning the California Transportation Foundation's (CTF's) Project of the Year award for the Doyle Drive Replacement Project. He said the opening ceremony for the new Presidio Parkway was held last summer, which saw the replacement of the original Doyle Drive structure with a safe, modern and beautiful facility. He applauded CTF's work as the leading transportation charitable organization in the state, and thanked them for their recognition of this innovative project.

He next thanked U.S. Transportation Secretary Anthony Foxx for naming San Francisco one of seven finalist cities eligible to compete for the US DOT's \$50 million Smart Cities Challenge Grant. He said the Smart Cities program was intended to showcase ways that new vehicle technologies could address cities' mobility and livability goals through partnerships with the federal government and private sector, and that Tim Papandreou with the San Francisco Municipal Transportation Agency would be providing an overview of the city's proposal later in the meeting. He said there was clearly great potential to incorporate new mobility services and vehicle technologies to make the city's streets safer, to promote ridesharing and bicycling, and to extend and support the city's public transportation system. He said with the Bay Area's population expected to add another two million people by 2040, the city was working on transit capacity expansion plans, though in the meantime the city had to make it easier for people to live without a car or to drive their car less. He said that the region could not have another million cars on the roads, which would happen if there weren't good alternatives to driving. He noted that technology enabled transportation could help the region reach its goals more quickly.

Chair Wiener said that BART's troubles over the prior few weeks demonstrated the consequences of waiting too long to address basic transportation infrastructure needs. He noted that BART was 45 years old and is showing its age, while at the same time it faces record demands and ridership. He said the recent electrical problems that were putting vehicles out of service were just the most extreme example of a system that was becoming less reliable and more vulnerable to failure. He

said that as a region, we absolutely must fix this system, modernize it, and expand its capacity, and that in November there would be a critical \$3.5 billion three-county capital infrastructure bond on the ballot. He said that it would be devastating for the region if this bond failed, and that San Francisco, along with Alameda and Contra-Costa counties, needed to make sure it was doing its part in providing funding for the acceleration of BART's vehicle replacement and acquisition program. He added that BART woes were a cautionary note for San Francisco, as the city makes policy decisions regarding investing in Muni, and that the city needed to make sure it was continually ahead of the curve in terms of infrastructure needs.

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 February 23, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Cohen, Peskin, Tang, Wiener and Yee (8)

Absent: Commissioners Campos, Farrell, Kim and Mar (4)

Items from the Finance Committee

5. Adopt Positions on State Legislation – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Peskin, Tang, Wiener and Yee (8)

Absent: Commissioners Farrell, Kim and Mar (3)

Items from the Plans and Programs Committee

6. Approve the Improving West Side Transit Access Strategic Analysis Report – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Peskin, Tang, Wiener and Yee (8)

Absent: Commissioners Farrell, Kim and Mar (3)

7. Appoint John Larson 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, Peskin, Tang, Wiener and Yee (8)

Absent: Commissioners Farrell, Kim and Mar (3)

8. Approve the 2016 Prop AA Call for Projects Programming Recommendations Totaling

\$2,192,934 for Four Projects and Amend the Prop AA Strategic Plan – ACTION

Commissioner Peskin commented that there was a recent pedestrian fatality at the intersection of Broadway and Powell Streets, which was the 4th pedestrian fatality in Chinatown in as many years. He said this request represented the final funding for the pedestrian safety and streetscape improvements along Broadway, which would be between Columbus Avenue and the Broadway Tunnel, and requested that a condition be added to the funding.

Commissioner Peskin moved to amend the item to add a condition to the Broadway Chinatown Streetscape Improvements project requiring that San Francisco Public Works meet with his office and the Chinatown Community Development Center to address some minor concerns about the scope prior to the contract being advertised, seconded by Commissioner Breed.

Anna LaForte, Deputy Director for Policy and Programming, stated that the contract had already been advertised and asked if the condition could be prior to the award of the contract instead, to which Commissioner Peskin agreed.

There was no public comment.

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

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Peskin, Tang, Wiener and Yee (8)

Absent: Commissioners Farrell, Kim and Mar (3)

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

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Peskin, Tang, Wiener and Yee (8)

Absent: Commissioners Farrell, Kim and Mar (3)

9. Allocate \$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 – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Peskin, Tang, Wiener and Yee (8)

Absent: Commissioners Farrell, Kim and Mar (3)

Items for Direct Board Consideration

10. Update on the U.S. Department of Transportation’s Smart City Challenge Grant – INFORMATION

Tilly Chang, Executive Director, introduced the item and Timothy Papandreou, Chief Innovation Officer at the San Francisco Municipal Transportation Agency, who presented the item.

During public comment, Francisco DaCosta said that 30,000 housing units were planned for the southeast sector of the city but that the transportation system in that area would not be able to support the growth. He said that the congestion on the freeways was becoming intolerable and that public transit should cater to city residents. He noted a recent report that Muni’s new buses were not performing as expected and said they needed to be reevaluated because of the cost.

Other Items

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Andrew Yip spoke about self-nature.

Francisco DaCosta commented on quality of life issues and said that the city needed to address transportation in a different way. He said the city put too much emphasis on consultants and not enough emphasis on diversity and that all the building was leading to congestion.

13. Adjournment

The meeting was adjourned at 11:54 a.m.



RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

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

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

WHEREAS, On April 12, 2016, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language, and recommended positions on various bills; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt a new seek amendment position on Assembly Bill 1851 (Gray); and a new oppose position on Senate Bill 885 (Wolk); 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
April 2016

New Bills

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

Additional detail on new bills are highlighted in the attached state legislative matrix.

Recommended Positions	Bill # Author	Keywords and Comments
Seek Amendment	AB 1851 Gray D	Vehicular air pollution: reduction incentives. This bill would make technical changes to revise the incentives for consumers seeking to purchase zero-emission vehicles. We would seek an amendment to eliminate the removal of the cap on green decals. Access to high occupancy vehicle (HOV) lanes dilutes the effectiveness of these lanes.
Watch	AB 1908 Harper R	High-occupancy vehicle lanes. Would prohibit HOV lanes from being established in southern California except as rush-hour-only HOV lanes.
Watch	AB 2094 Obernolte R	Transportation: Greenhouse Gas Reduction Fund (GGRF): state and local transportation funds. This bill, beginning in FY 2016/17, would transfer \$1 billion annually from the GGRF (funded by cap and trade revenues) to the Retail Sales Tax Fund (Transportation Development Act fund) in order to free up an equivalent amount of sales tax to fund state highway and local road programs.
Watch	AB 2292 Gordon D	California Global Warming Solutions Act of 2006: disadvantaged communities. This bill would require the California Environmental Protection Agency to update the California Communities Environmental Health Screening to include additional factors when identifying disadvantaged communities (DAC) for investment opportunities, namely areas in the state with high poverty rates, rent burden and cost of living. This moves in the right direction for San Francisco, but isn't expected to materially change the DAC definition to capture those areas that are commonly considered DACs in the City or Bay Area.
Watch	AB 2542 Gatto D	Streets and highways: reversible lanes. This bill would require Caltrans or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the CTC for approval, to demonstrate that reversible lanes were considered for the project.
Watch	AB 2722 Burke D	Transformative Climate Communities Program. This bill would appropriate \$250 million in cap and trade funds for a new competitive grant program for transformative climate community plans in disadvantaged communities.
Oppose	SB 885 Wolk D	Construction contracts: indemnity. This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.

Total New Bills in Tracking: 7

San Francisco County Transportation Authority

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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 seek amendment position on Assembly Bill 1851 (Gray), and a new oppose position on Senate Bill 885 (Wolk).

Bill #	Author	Description	Status	Position	Comments
AB 318 Amended: 6/11/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate 2 year	Watch	This bill establishes a pilot program, until, 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days. L.A Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.
AB 516 Amended: 7/16/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Senate Third Reading	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser. MTC has adopted a support position on this bill.

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Bill #	Author	Description	Status	Position	Comments
AB 620 Amended: 1/27/2016 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority 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.	Senate Transportation and Housing	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of law and moderate income. Amended to allow LACMTA flexibility in providing low income assistance.
AB 779 Amended: 8/19/2015 pdf html	García, Cristina D (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate Appropriations	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.

San Francisco County Transportation Authority

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Bill #	Author	Description	Status	Position	Comments
AB 869 Amended: 6/18/2015 pdf _html	Cooper D (Dist 9)	<p>Public transportation agencies: fare evasion and prohibited conduct.</p> <p>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.</p>	Senate 2 year	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 1030 Amended: 7/7/2015 pdf _html	Ridley-Thomas D (Dist 54)	<p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p> <p>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>	Senate 2 year	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.

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Bill #	Author	Description	Status	Position	Comments
AB 1176 Amended: 8/18/2015 pdf html	Perez D (Dist 31)	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill contains other related provisions.	Senate Appropriations	Watch	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities. MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed.
AB 1360 Amended: 7/2/2015 pdf html	Ting D (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Senate 2 year	Watch	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. MTC has adopted a support position on this bill.

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Bill #	Author	Description	Status	Position	Comments
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission. Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Transportation and Housing	Watch	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).
AB 1550 Amended: 3/28/2016 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. 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 which earn less than 200% of the federal poverty level.	Assembly Natural Resources	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 Amended: 3/28/2016 pdf html	Gomez D (Dist 51)	Greenhouse Gas Reduction Fund. Would appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund (GGRF) for the 2016-17 fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities.	Assembly Natural Resources	Watch	This bill is intended to be a vehicle for negotiating GGRF funds expenditures left over from 2015.

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Bill #	Author	Description	Status	Position	Comments
AB 1569 Amended: 3/28/2016 pdf html	Steinorth R (Dist 40)	California Environmental Quality Act: 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.
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 Transportation	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.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1591 Introduced: 1/6/2016 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would 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.</p>	<p>Assembly Transportation</p>	<p>Support</p>	<p>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 Inter-city Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.</p> <p>MTC has adopted a support position on this bill.</p>
<p>AB 1592 Amended: 3/28/2016 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 do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill contains other related provisions.</p>	<p>Assembly Transportation</p>	<p>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.</p> <p>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>

San Francisco County Transportation Authority

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Bill #	Author	Description	Status	Position	Comments
AB 1641 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 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.	Assembly Transportation	Oppose	This bill replaces AB61 by same author to address the shuttle services' use of transit stops.
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	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.

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Bill #	Author	Description	Status	Position	Comments
AB 1725 Amended: 3/7/2016 pdf html	Wagner R (Dist 68)	Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, non-substantive changes to that provision. This bill contains other current laws.	Senate Rules	Watch	Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.
AB 1746 Amended: 3/30/2016 pdf html	Stone, Mark D (Dist 29)	Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, Livermore-Alameda Valley Transit, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority (VTA) 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 7 entities described above, subject to the same conditions and requirements.	Assembly Appropriations	Watch	Expands current authority for transit buses to operate on highway shoulders to 7 entities including AC Transit, County Connection (Contra Costa County), Livermore-Alameda Valley Transit and VTA. MTC staff is recommending a support position on this bill.
AB 1768 Amended: 2/25/2016 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	Oppose	Would effectively terminate state bond funding for high speed rail.

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Bill #	Author	Description	Status	Position	Comments
AB 1780 Amended: 3/28/2016 pdf html	Medina D (Dist 61)	Greenhouse Gas Reduction Fund: trade corridors. Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% 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	Watch	Establishes a new dedication of cap and trade funding to a new trade corridor program. Amended from 25% to 20% of cap and trade funds and to align with AB 2107 (Frazier) pertaining to trade corridors. MTC staff are recommending a support position on this bill with the amendment to lower the amount to 20% of cap and trade funds. MTC's adopted cap and trade framework includes a line item for goods movement projects, and this funding could provide matching funds for the new federal competitive freight program FASTLANE.
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 Appropriations	Watch	Adds 2 new appointees to serve in an ex officio capacity on the high speed rail authority.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1815</p> <p>Amended: 3/28/2016 pdf html</p>	<p>Alejo D (Dist 30)</p>	<p>California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board (ARB) and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. Would require the agency to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.</p>	<p>Assembly Natural Resources</p>	<p>Watch</p>	<p>Requires the ARB to post on the internet the listing of cap and trade projects funded to benefit disadvantaged communities. Amendments delete the web posting requirement for ARB to provide technical assistance to communities to better compete for cap and trade funds.</p>
<p>AB 1818</p> <p>Introduced: 2/8/2016 pdf html</p>	<p>Melendez R (Dist 67)</p>	<p>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, which is a listing of capital improvement projects. This bill would make a non-substantive change to this provision.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This spot bill appears to address future changes to the State's STIP development process.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 1833 Amended: 3/16/2016 pdf html	Linder R (Dist 60)	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. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.	Assembly Transportation	Watch	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.
AB 1851 Amended: 3/18/2016 pdf html	Gray D (Dist 21)	Vehicular air pollution: reduction incentives This bill, as part of the Clean Vehicle Rebate Project, would require the state board to provide specified rebate amounts for battery electric vehicles, fuel-cell vehicles, and plug-in hybrid electric vehicles; to limit rebates to vehicles with a manufacturer's suggested retail price of \$60,000 or less; and to implement a process to allow eligible applicants to obtain prompt pre-approval from the state board prior to purchasing an eligible vehicle, as specified. The bill would authorize moneys from the Greenhouse Gas Reduction Fund (GGRF) to be available, upon appropriation, for allocation under those provisions and would authorize moneys available for allocation to disadvantaged communities to be available, upon appropriation, for specified allocations. This bill also would require the state board to issue specified rebates for the installation of an electric vehicle charging station to a property owner or lessee, as specified. The bill would authorize moneys from the GGRF to be available, upon appropriation, for allocation for those rebates.	Assembly Transportation	New – Recommend Seek Amendment	Revises the incentives for consumers seeking to purchase zero-emission vehicles, including (1) a new rebate program, limited to vehicles that cost less than \$60,000; (2) elimination of the value of a trade-in for sales tax purposes if purchasing a qualified ZEV, and (3) elimination of the cap on Green Stickers for access to HOV lanes. We propose to seek amendment to remove the elimination of the cap on Green Stickers for access to the HOV lanes as it dilutes the effectiveness of those lanes.

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Bill #	Author	Description	Status	Position	Comments
AB 1866 Introduced: 2/10/2016 pdf html	Wilk R (Dist 38)	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.	Assembly Transportation	Oppose	Essentially brings the High-Speed Rail Project to an end by transferring remaining bond funds to pay off bond debt.
AB 1886 Introduced: 2/11/2016 pdf html	McCarty D (Dist 7)	California Environmental Quality Act: 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 Natural Resources	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 Amended: 3/17/2016 pdf html	Mullin D (Dist 22)	Peninsula Rail Transit District. Current law, operative under certain conditions, re-designates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal obsolete provisions relating to the Peninsula Rail Transit District.	Assembly Local Government	Watch	This is a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District.

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Bill #	Author	Description	Status	Position	Comments
AB 1908 Amended: 3/17/2016 pdf html	Harper R (Dist 74)	High-occupancy vehicle lanes. This bill would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform to those requirements. The bill would authorize the department, on or after May 1, 2018, to reinstate 24-hour high-occupancy vehicle lanes in southern California if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	Pending hearing	New – Recommend Watch	Restricts the establishment of an HOV lane in southern California unless the facility would only be able to be operated during hours of high commute demand.
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 Transportation	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
<p>AB 1964</p> <p>Amended: 3/28/2016 pdf html</p>	<p>Bloom D (Dist 50)</p>	<p>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.</p>	<p>Assembly Transportation</p>	<p>Oppose</p>	<p>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.</p> <p>New amendments are pending that may limit access stickers. MTC staff are recommending an oppose unless amended position, unless the number of stickers is capped, with a sunset date no later than the end of 2021.</p>
<p>AB 1982</p> <p>Introduced: 2/16/2016 pdf html</p>	<p>Bloom D (Dist 50)</p>	<p>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.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>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.</p>

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Bill #	Author	Description	Status	Position	Comments
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 Transportation	Watch	Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis.
AB 2034 Amended: 3/17/2016 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. This bill would delete the January 1, 2017 repeal date and thereby extend these provisions indefinitely.	Assembly Transportation	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 Transportation	Oppose	Effectively brings the high speed rail program to an end.

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Bill #	Author	Description	Status	Position	Comments
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 Transportation	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.
AB 2094 Amended: 3/18/2016 pdf html	Obermole R (Dist 33)	Transportation: Greenhouse Gas Reduction Fund (GGRF): state and local transportation funds. This bill, beginning in the 2016–17 fiscal year, would transfer \$1 billion annually from the GGRF to the Retail Sales Tax Fund (RSTF), subject to specified conditions, and would state that the transferred revenues shall be considered part of the revenues allocated to local transportation funds from the RSTF. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the RSTF for allocation to state highway and local street and road purposes.	Assembly Transportation	New – Recommend Watch	This is a new transportation funding approach to transfer funds between various accounts to “free up” \$1 billion for street and roads programs. Local Transportation Development Act (TDA) funds (1/4% of sales tax) would be supplemented by GGRF in the amount of \$1 billion; then, sales tax revenues would be allocated from the TDA to road programs.

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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 contracts. Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor 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 Transportation	Support	Expands the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.
AB 2170 Amended: 3/15/2016 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 allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	Directs the new federal aid funds in the national freight program to the Trade Corridors account. MTC staff are recommending a support position on this bill. MTC's adopted cap and trade framework includes a line item for goods movement projects, and this funding could provide matching funds for the new federal competitive freight program FASTLANE.
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 Transportation	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
<p>AB 2289 Introduced: 2/18/2016 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program 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.</p>	<p>Assembly Transportation</p>	<p>Support</p>	<p>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.</p>
<p>AB 2292 Amended: 4/4/2016 pdf html</p>	<p>Gordon D (Dist 24)</p>	<p>California Global Warming Solutions Act of 2006: disadvantaged communities. This bill would require the California Environmental Protection Agency (CalEPA), no later than July 1, 2017, to update the California Communities Environmental Health Screening to include specified factors when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.</p>	<p>Assembly Environmental Safety and Toxic Materials</p>	<p>New – Recommend Watch</p>	<p>The bill attempts to address perceived weaknesses in the present identification of disadvantaged communities (DACs) for use in allocating cap and trade funding. This is achieved by broadening the factors used by CalEPA to also include areas in the state with high poverty rates, rent burden and cost of living. It moves in the right direction, but isn't expected to materially change the methodology such that it better aligns with areas commonly known as DACs in the Bay Area.</p>

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Bill #	Author	Description	Status	Position	Comments
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 Transportation	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. Spot bill. Directs 10% of cap and trade funds to an unspecified community.
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 Natural Resources	Watch	
AB 2355 Introduced: 2/18/2016 pdf html	Dababneh D (Dist 45)	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.	Assembly Transportation	Watch	Requires Caltrans to mitigate noise along intercity rail passenger lines.

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Bill #	Author	Description	Status	Position	Comments
AB 2374 Introduced: 2/18/2016 pdf html	Chiu D (Dist 17)	Construction Manager/General Contractor method: regional transportation agencies: ramps. Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.	Assembly Transportation	Sponsor/ Support	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 SFCFTA is leading on behalf of the Treasure Island Development Authority.
AB 2411 Introduced: 2/19/2016 pdf html	Frazier D (Dist 11)	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.	Assembly Transportation	Watch	Recaptures approximately \$45 million annually that has been dedicated to the GF to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans.

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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 Natural Resources	Watch	The bill prohibits a court from imposing a stay or from enjoining 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 Transportation	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 2542 Amended: 3/15/2016 pdf html	Gatto D (Dist 43)	Streets and highways: reversible lanes. This bill would require the department or a regional transportation-planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the commission for approval, to demonstrate that reversible lanes were considered for the project.	Referred to Assembly Transportation pending hearing	New – Recommend Watch	This author is attempting to compel transportation agencies to consider “reversible lanes” as when developing a capacity-increasing roadway project.

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Bill #	Author	Description	Status	Position	Comments
AB 2722 Introduced: 2/19/2016 pdf html	Burke D (Dist 62)	Transformative Climate Communities Program. This bill would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council (SGC). The bill would appropriate \$250,000,000 from the Greenhouse Gas Reduction Fund to administer the program. The bill would require the SGC, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined. The bill would require the council to award at least 5 grants to execute existing, and at least 5 grants to undertake the development of, neighborhood-level transformative climate community plans that contribute to the reduction of emissions of greenhouse gases and address specified project areas.	Assembly Natural Resources	New – Recommend Watch	This bill would appropriate \$250 million in cap and trade funds for a new competitive grant program for transformative climate community plans in 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 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 Transportation	Watch	Extends P3 authority to 2030 from 2017.

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Bill #	Author	Description	Status	Position	Comments
AB 2783 Amended: 3/28/2016 pdf html	Garcia, Eduardo D (Dist 56)	Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill would require the Strategic Growth Council 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 Housing and Community Development	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. MTC staff is recommending an oppose position on this bill, given that lowering density requirements undermines the goal of reducing greenhouse gas emissions by boosting the availability of affordable housing near transit.
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.	Assembly Transportation	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.

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Bill #	Author	Description	Status	Position	Comments
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 Transportation	Watch	Would authorize Caltrans to do a pilot program that transfers responsibility for operating and maintaining state highways to 3 counties.
AB 2857 Introduced: 2/19/2016 pdf html	Chu D (Dist 25)	Transportation network companies: delivery of commodities. Current law creates the Public Utilities Commission with various powers and duties relative to transportation, including, among other responsibilities, regulation of transportation network companies 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 transportation network companies utilizing peer-to-peer mobile services to deliver commodities such as food or clothing.	Assembly Print	Watch	This is an "intent bill" to later draft legislation related to TNC companies 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.

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Bill #	Author	Description	Status	Position	Comments
ABX1 2 Introduced: 6/25/2015 pdf html	Perez 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).
ABX1 3 Amended: 9/3/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Assembly Conference Committee	Watch	Special session spot bill.
ABX1 4 Introduced: 7/9/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Senate Rules	Watch	Special session spot bill.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX16 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>
<p>ABX17 Introduced: 7/16/2015 pdf html</p>	<p>Nazarian D (Dist 46)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>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)</p>
<p>ABX18 Introduced: 7/16/2015 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>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).</p>

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Bill #	Author	Description	Status	Position	Comments
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 mandatory Caltrans to restore a 3rd lane on Richmond bridge.
ABX1 10 Introduced: 8/19/2015 pdf html	Levine D (Dist 10)	Public works: contracts: extra compensation. Would provide that a state entity in a mega-infrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the mega-infrastructure project, as defined, has been completed and an independent third party has verified that the mega-infrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Assembly Print	Watch	Would restrict state agencies from providing extra payments to contractors on mega-infrastructure projects.
ABX1 13 Introduced: 8/31/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. 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.	Assembly Print	Oppose	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.
ABX1 14 Introduced: 8/31/2015 pdf html	Waldron R (Dist 75)	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.	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.

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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 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 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	Achadjian 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.
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.

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Bill #	Author	Description	Status	Position	Comments
SB 254 Amended: 3/3/2016 pdf html	Allen D (Dist 26)	Campaign finance: advisory election. Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Congress of the United States should propose, and the California Legislature should ratify, an amendment or amendments to the United States Constitution to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.	Assembly Rules	New – Recommend Delete from Matrix	The original bill would streamline the current highway relinquish that process for state route segments NOT on the Interstate system. A budget trailer bill was approved to accomplish the goals of this bill. Amended to apply to an election code policy matter; no longer transportation-related.
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.
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.	Retained on Assembly Appropriations Suspense file	Watch	MTC has adopted a support position on this bill. MTC has adopted a support position on this bill.

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Bill #	Author	Description	Status	Position	Comments
SB 433 Amended: 5/7/2015 pdf html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
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 D (Dist 26)	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	Watch	MTC has adopted a support position on this bill.

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Bill #	Author	Description	Status	Position	Comments
SB 812 Amended: 3/17/2016 pdf html	Hill D (Dist 13)	Charter-party carriers of passengers and passenger stage corporations. Would authorize the Department of the California Highway Patrol to inspect a maintenance facility or terminal that receives 2 or more successive satisfactory ratings once every 26 months. The bill would also require the department to inspect a maintenance facility or terminal that receives an unsatisfactory rating every 6 months until the operator achieves a satisfactory rating, unless the satisfactory rating is the result of a re-inspection, as specified. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	Support	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.
SB 824 Amended: 3/15/2016 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. 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. MTC staff are recommending a support and seek amendment position on this bill, to broaden the definition of disadvantaged communities.
SB 874 Amended: 3/15/2016 pdf html	Gaines R (Dist 1)	Personal Income Tax Law: exemption credit: dependents. The Personal Income Tax law authorizes a credit of \$227 for each dependent of a taxpayer for each taxable year beginning on or after January 1, 1999, as adjusted for inflation, which may be reduced if a taxpayer's federal adjusted gross income exceeds a threshold amount. The credit for the 2015 taxable year is \$337. This bill would increase that credit to \$422 for taxable years beginning on or after January 1, 2016, which would be adjusted for inflation in taxable years thereafter. This bill contains other related provisions.	Senate Rules	New - Recommend Delete from Matrix	Original bill was a spot bill related to transportation network companies. Amended to pertain to income tax law.

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Bill #	Author	Description	Status	Position	Comments
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 885 Introduced: 1-19-2016 pdf html	Wolk D (Dist 3)	Construction contracts: indemnity. This bill would specify, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified. The bill would prohibit waiver of these provisions and would provide that any clause in a contract that requires a design professional to defend claims against other persons or entities is void and unenforceable.	Assembly Judiciary	New – Recommend Oppose	This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault. SB 885 seeks to restrict the obligation of design professionals to defend public agencies requiring public resources be spent to determine a design professionals' liability.
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.

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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	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	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 Public Safety	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.

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Bill #	Author	Description	Status	Position	Comments
<p>SB 998 Introduced: 2/10/2016 pdf html</p>	<p>Wieckowski D (Dist 10)</p>	<p>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.</p>	Senate Transportation and Housing	Watch	Expands restrictions on vehicles from stopping at certain locations to include transit guideways.
<p>SB 1066 Introduced: 2/16/2016 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>Transportation funds: fund estimates. Current law requires the Department of Transportation to submit to the California Transportation Commission 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, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.</p>	Senate Transportation and Housing	Support	Adds new Federal transportation funds to revenues that must be included revenues estimate for the STIP.
<p>SB 1128 Introduced: 2/17/2016 pdf html</p>	<p>Glazer D (Dist 7)</p>	<p>Commute benefit policies. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute 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 commute 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.</p>	Senate Transportation and Housing	Support	Extends the commute benefits ordinance authority for MTC/ABAG indefinitely. MTC has taken a support position on this bill.

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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 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 Transportation and Housing	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 Rules	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 Transportation and Housing	Oppose	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. MTC staff are recommending an oppose position on this bill.
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 Transportation and Housing	Watch	Provides for the independence of the CTC. This bill is similar to AB 1364 (Linder), ABX 19 (Linder) and SBX1 12 (Runner).

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April 2016

Bill #	Author	Description	Status	Position	Comments
SBX1.1 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/ 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).
SBX1.2 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

April 2016

Bill #	Author	Description	Status	Position	Comments
SBX1 4 Amended: 9/4/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact 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.	Senate Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX1 5 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Assembly Desk	Watch	Special session spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX1 7 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).

San Francisco County Transportation Authority

April 2016

Bill #	Author	Description	Status	Position	Comments
<p>SBX1 8 Introduced: 7/16/2015 pdf html</p>	<p>Hill D (Dist 13)</p>	<p>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.</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>The bill would increase cap and trade funding dedicated to (1) transit capitol (2) transit operation. Bill is the same as ABX1 7 (Nazarian).</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>

San Francisco County Transportation Authority

April 2016

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 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.

San Francisco County Transportation Authority

April 2016

Bill #	Author	Description	Status	Position	Comments
SCA 5 Amended: 7/16/2015 pdf html	Hancock D (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.
SCAX11 Introduced: 6/19/2015 pdf html	Huff R (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 115

Total Tracking Forms: 115



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RESOLUTION AWARDING THREE-YEAR CONSULTANT CONTRACTS, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS, TO ARUP NORTH AMERICA LTD., ITERIS, INC., NELSON\NYGAARD CONSULTING ASSOCIATES, STANTEC CONSULTING SERVICES, INC. AND WSP PARSONS BRINCKERHOFF, FOR A COMBINED AMOUNT NOT TO EXCEED \$2,000,000 FOR ON-CALL TRANSPORTATION PLANNING SERVICES AND AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority has long-range countywide, neighborhood-scale, and project-level planning and policy advisory capabilities that stem from its multiple roles and is seeking on-call transportation planning services to support its work program over the next three years; and

WHEREAS, The establishment of contracts with one or more consultant teams will enable the Transportation Authority to enlist the services of a broad range of transportation planning specialists on an on-call, task order basis; and

WHEREAS, On January 27, 2016, the Transportation Authority issued a Request for Qualifications (RFQ) for on-call transportation planning services; and

WHEREAS, The Transportation Authority received six Statements of Qualifications (SOQs) in response to the RFQ by the due date of March 3, 2016; and

WHEREAS, A selection panel consisting of San Francisco Municipal Transportation Agency and Transportation Authority staff interviewed six teams on March 16-17, 2016; and

WHEREAS, Based on the competitive process, the selection panel recommended awarding contracts to the five highest-ranked firms: Arup North America Limited (Arup), Iteris, Inc. (Iteris),



Nelson\Nygaard Consulting Associates (Nelson\Nygaard), Stantec Consulting Services Inc. (Stantec) and WSP Parsons Brinckerhoff; and

WHEREAS, Budget for services identified in these contracts will be provided by a combination of federal Surface Transportation Planning grants, federal grants from the California Department of Transportation and the Metropolitan Transportation Commission, local contributions from the Treasure Island Development Authority and Prop K sales tax funds; and

WHEREAS, The first year's activity is included in the Transportation Authority's proposed mid-year budget amendment, approval of which is to be considered under a separate agenda item at the April 26, 2016 Board meeting, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts; and

WHEREAS, At its April 12, 2016 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards three-year consultant contracts, with an option to extend for two additional one-year periods, to Arup, Iteris, Nelson\Nygaard, Stantec. and WSP Parsons Brinckerhoff, for a combined amount not to exceed \$2,000,000 for on-call transportation planning services; and be it further

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

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

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

exceeded and that do not expand the general scope of services.

Attachment:

1. On-Call Planning Scope of Services

Attachment 1
On-Call Transportation Planning Services
Scope of Work

Transportation Planning Technical Assistance Required: The Transportation Authority seeks transportation planning teams with expertise in multimodal transportation planning and design, outreach and program management. A list of eight general areas of expertise sought in prospective teams is provided below, lettered *A* through *H*. All teams must demonstrate skills and experience in *A* and in four additional expertise areas, from *B* through *H*. Teams must declare which capabilities they are qualified to support.

A. Project/Program Management

- a. Scope, schedule, budget management
- b. Workplan management

B. Transportation Planning and Design

- a. Network/modal planning and design
 - i. Pedestrian, bicycle network
 - ii. Transit network and/or service planning
 - iii. Traffic engineering, circulation studies
 - iv. On- and off-street parking management
- b. Land use/transportation planning
 - i. Land use/housing policy
 - ii. Station-area, transit-oriented development planning and plan reviews
- c. TDM
 - i. Development conditions/approval policy
 - ii. Strategies for managing existing development, including pricing and incentives
 - iii. Information/marketing/education
- d. Coordination with state and federal agencies (e.g., the California Department of Transportation (Caltrans); Federal Transit Administration (FTA), or Federal Highways Administration (FHWA))
- e. California Environmental Quality Act/National Environmental Policy Act
 - i. Environmental Justice/Title VI

C. Community Involvement and Community Based Planning

- a. Outreach
 - i. Community organizing
 - ii. Facilitation
 - iii. Multi-media (electronic and non-electronic) outreach methods
- b. Translation, interpretation
- c. Visualization

D. Design and Cost Estimation

- a. Conceptual design through 30% design engineering
- b. Street/streetscape design
- c. Planning level cost estimation

E. Modeling/Data Analysis

- a. Data Collection
- b. Data analysis (e.g., of model output, or of third-party cellular or GPS data)
- c. Multimodal micro-simulation
- d. Mapping

F. Policy and Economic Analysis

- a. Economic impact analysis
- b. Fiscal and financial analysis
- c. Market analysis and/or transportation business plan development
- d. Climate/sustainability
- e. Equity analysis

G. Technology-Enabled Transportation

- a. Innovative technology assessment
- b. Mobile application design and development
- c. Connected and autonomous transportation technologies

H. Transportation Systems Engineering Design and Operations

- a. Systems management and integration oversight
- b. Payment technology design and implementation
- c. Traveler information systems

The Transportation Authority anticipates needing on-call transportation planning assistance in the following areas in Fiscal Years (FY) 2015/16 through FY 2017/2018:

1. **NTIP Program:** The Transportation Authority's NTIP Program is a community-based approach for identifying high-priority transportation needs and developing conceptual designs and pilot concepts for transportation improvements in neighborhoods throughout San Francisco. Each NTIP seeks to address both community concerns regarding neighborhood transportation conditions and to engage District and community leadership in the planning process.
2. **SFTP Background Papers and/or Follow-On Studies:** The Transportation Authority is preparing a minor update to the 2013 SFTP and plans to seek Board approval in summer 2016. The SFTP update is anticipated to produce recommendations for follow-on studies that may require assistance from the on-call planning contract. In particular, we anticipate that the SFTP will continue initiatives from the 2013 SFTP as well as address emerging sector needs. Consultant support may be needed for the planning, design, and/or pilot/operation and evaluation of strategies in the following areas:
 - Specialized travel markets: A significant number of trips in San Francisco occur outside of the standard morning and evening peak periods. The Transportation Authority may seek consultant assistance in developing specialized policies or service solutions to address the needs of these travelers and trips, including those related to paratransit, school, trips occurring in the late night and early morning, trips by visitors and tourists, and goods/freight movement, among others.
 - New/Emerging Transportation Technology/Solutions:
 - a. Shared Mobility and For-Hire Transportation: The rise of privately-provided mobility services, or technology-enabled mobility services, requires policy

response to help the public sector evaluate the benefits and impacts and promote the application and integration of these technologies to support transportation goals. The Transportation Authority may seek consultant support to establish a working policy framework, targets, and metrics to assess whether and how new transportation technologies are helping San Francisco meet its transportation, goals related to safety, mobility, the environment, economic vitality, and equity.

- b. **Connected Vehicles and Autonomous Vehicles:** Consultant may be asked to support scoping, planning, and project development related to connected vehicles and/or automated vehicle technology.
 - c. **Payment Technology and Traveler Information:** The Transportation Authority may seek Consultant support for the planning, design, and/or deployment of software development related to mobile application and application-based payment technologies in support of programs such as travel incentives and rebates, travel behavior monitoring, and user information.
3. **Freeway Corridor Management Studies:** The Transportation Authority is currently leading the FCMS Phase 2, which will examine US 101/I-80 and a portion of I-280 for opportunities to provide a managed lane. Consultant may be asked to support the Caltrans project development process, such as through preparation of Project Initiation Documents.
 4. **Regional Transit Service Analysis and Planning:** Consultant may be asked to support transit service planning efforts, such as to close regional and local transit service gaps or meet unmet market demands, through coordination with and planning for both public, private, fixed, and variable route transit service providers. For example, the Transportation Authority is leading an analysis to refresh and consider expansion of all-night local and regional bus service through the Late Night Transportation Study Phase II.
 5. **Transit Core Capacity Study Follow-On Project Development:** Led by MTC, with support from the Transportation Authority, the Transit Core Capacity Study is a two-year effort to will identify major transit capacity improvements for the Transbay corridor and provide a conceptual phasing of individual projects. Consultant may be asked to support follow-on project evaluation and development of Transit Core Capacity Study recommendations.
 6. **BART Smart Travel Rewards Pilot:** The Transportation Authority is currently co-leading this pilot with BART to address crowding by incentivizing riders to shift travel to the shoulders of the peak period or to other stations and routes. The incentive involves a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. Consultant may support aspects of this pilot, or of follow-on studies and evaluations.
 7. **Transit Corridor/Station or Area Plans:** The Transportation Authority is actively engaged with multiple agencies in planning activities at or near several stations/multi-modal hubs including the Balboa Park BART/Muni Station and the Bayshore Caltrain Station. We also provide technical assistance on corridor or area plans such as the Better Market Street project, the Railyard/Boulevard Study, and the 19th Avenue/M-Ocean View Project. Several of these studies currently have grant funding with dedicated consultant support, but may have supplemental needs or require specialized technical support in the future.
 8. **TDM Initiatives:** Consultant may be asked to provide TDM policy analysis, stakeholder facilitation, program design, implementation support, and/or project evaluation services.

9. **SAR/Policy Analysis Support:** SARs are carried out at the request of the Transportation Authority Board, to frame current issues of concern and to inform policy development regarding specific transportation issues which may not be adequately addressed by existing regulations or policy. Occasionally, the Transportation Authority Board or other agency requests assistance in transportation planning, or Transportation Authority-led projects require supplemental analysis. Consultant may be asked to provide research, data analysis, and report writing in support of Transportation Authority policy analyses.

The above mentioned tasks are representative of needs in the coming three years – additional tasks to be determined are anticipated to be needed and not all tasks listed above will necessarily be produced under this contract in the next three years.

Attachment 2

Proposed Disadvantaged Business Enterprise Firms

Prime Consultant	Sub-consultant	DBE Certification	Location
Arup	Eisen Letunic	Women	Berkeley, CA
	Strategic Economics	Women	Berkeley, CA
	TJKM	Asian Subcontinent	Pleasanton, CA
	Transportation Analytics	Women	Oakland, CA
Iteris	Transportation Mobility Solutions, LLC	Women, Asian Subcontinent	San Marino, CA
Nelson\Nygaard	M Lee Corporation	Asian Pacific	San Francisco, CA
	Strategic Economics	Women	Berkeley, CA
	Ann Carey Consulting	Women	San Francisco, CA
	Daniller Consulting, Inc.	Women	San Francisco, CA
Stantec	Ann Carey Consulting	Women	San Francisco, CA
	Baymetrics	Women, Asian Pacific	El Cerrito, CA
	Dyett & Bhatia, Urban and Regional Planners	Asian Subcontinent	San Francisco, CA
	Silicon Transportation Consultants	Asian Pacific	Belmont, CA
	Strategic Economics	Women	Berkeley, CA
	Toole Design Group	Women	Silver Spring, MD
	W&S Solutions	Asian Pacific	Pleasanton, CA
WSP Parsons Brinckerhoff	Cambria Solutions	Hispanic	Sacramento, CA
	Convey	Women	Emeryville, CA
	Strategic Cities	Women	Oakland, CA
	Transportation Analytics	Women	Oakland, CA



Memorandum

Date: 04.05.16 **RE:** Finance Committee
April 12, 2016

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

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Awarding Three-Year Consultant Contracts, with an Option to Extend for Two Additional One-Year Periods, to Arup North America Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc. and WSP Parsons Brinckerhoff, for a Combined Amount Not to Exceed \$2,000,000 for On-Call Transportation Planning Services and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

On January 27, 2016, the Transportation Authority issued a Request for Qualifications (RFQ) for on-call transportation planning services to support the Transportation Authority's work program over the next three years, up to a maximum of five years. The establishment of contracts with one or more consultant teams will enable the Transportation Authority to enlist the services of a broad range of transportation planning specialists on an on-call, task order basis. By the due date of March 3, 2016, the Transportation Authority received six Statements of Qualifications in response to the RFQ. Interviews were held between March 16 and 17, 2016. Based on this competitive selection process, the review panel, with participation from the San Francisco Municipal Transportation Agency and the Transportation Authority, recommends the award of consultant contracts to the five top-ranked teams: Arup North America Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc. and WSP Parsons Brinckerhoff.

BACKGROUND

The Transportation Authority is seeking on-call transportation planning services to support its work program over the next three years. The establishment of contracts with one or more consultant teams will enable the Transportation Authority to enlist the services of a broad range of transportation planning specialists on an on-call, task order basis.

The Transportation Authority has long-range countywide, neighborhood-scale, and project-level planning and policy advisory capabilities that stem from its multiple roles.

As Congestion Management Agency (CMA), the Transportation Authority conducts local and regional planning studies addressing congestion management and transportation system development issues. The agency also conducts pilot projects and research studies in coordination with public agencies and non-government entities. As sales tax administrator, the Transportation Authority leads project development planning and design studies to advance key Transportation Authority Board or Prop K priorities,

particularly where multi-jurisdictional conditions exist, and conducts oversight to ensure timely delivery of other Prop K planning projects.

These and other planning activities led by the Transportation Authority require varying types and levels of project management and project development support in the following areas:

San Francisco Transportation Plan (SFTP): The Transportation Authority adopts a long-range countywide transportation plan, the SFTP, which serves as the city's blueprint for transportation system development and investment over the next 30 years. The SFTP identifies key transportation needs, through an analysis of future trends, and aligns these needs with projected available funding. The SFTP includes background papers and studies and strategic policy initiatives to support the investments in the transportation system.

The Transportation Authority intends to adopt a minor update to the 2013 SFTP in 2016. This update may recommend follow-on studies or reports to be conducted using on-call planning support.

Neighborhood Transportation Improvement Program (NTIP) Planning Studies: The purpose of the NTIP is to build community awareness of – and capacity to provide input to – the transportation planning process, and to advance delivery of community-supported neighborhood-scale projects. The NTIP helps accomplish the latter through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Communities of Concern (COC) or other neighborhoods with high unmet needs. All NTIP efforts are prioritized by the district Supervisor to address one or more of the following Prop K eligible activities:

- Improve pedestrian and/or bicycle safety;
- Encourage walking and/or biking;
- Improve transit accessibility;
- Improve mobility for COC or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Policy Studies and Strategic Analysis Reports (SARs): Policy studies address a range of topics from parking to congestion pricing to transportation demand management. SARs are brief, but comprehensive reports requested by the Transportation Authority Board to help evaluate and develop policy recommendations on specific transportation issues. The Transportation Authority prepares one to two reports per year and each of these typically involves some research, data collection, analysis and report writing.

Corridor and Area Planning Studies: The Transportation Authority prepares and reviews transportation planning studies. The Transportation Authority is leading several transportation studies, including the Freeway Corridor Management Study; the BART Smart Travel Rewards Pilot Project; and service planning for the Late Night Transportation Study. Several new studies are undertaken each year. The Transportation Authority also leads deliverables, reviews, and provides input to other local, regional, and statewide transportation plans, such as the Transit Core Capacity Study, led by the Metropolitan Transportation Commission, and the Transportation Sustainability Program, led by San Francisco Municipal Transportation Agency (SFMTA).

Treasure Island Mobility Management: As the Treasure Island Mobility Management Agency, the Transportation Authority carries out planning for the implementation of a new transportation system on Treasure and Yerba Buena Islands. Planning for the mobility program includes toll policy analysis; transit demand and fare study; development of a multi-operator mandatory transit pass; Travel Demand Management programs; and transportation programs for low-income residents and workers, such as a program to earn toll credits through transit travel. The Transportation Authority also coordinates the transportation plans

with the overall development program; with island parking policy development, led by SFMTA; and with the San-Francisco-Oakland Bay Bridge toll policy.

DISCUSSION

The Transportation Authority seeks transportation planning teams with expertise in multimodal transportation planning and conceptual design, outreach, and program management. General areas of expertise sought in prospective teams include:

- Project/Program Management
- Transportation Planning and Design
- Community Involvement and Community Based Planning
- Design and Cost Estimation
- Modeling/Data Analysis
- Policy and Economic Analysis
- Technology-Enabled Transportation
- Transportation Systems Engineering Design and Operations

Procurement Process: We issued a Request for Qualifications (RFQ) for on-call transportation planning services on January 27, 2016. We held a pre-response conference on February 2, 2016, which provided opportunities for small businesses and larger firms to meet and form partnerships. 37 firms attended the conference.

We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, and the Western Edition. We also distributed the RFQ, sign-in sheets for the pre-response conference, and periodic updates on the RFQ to certified small, disadvantaged and local businesses, Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of March 3, 2016, we received six Statements of Qualifications (SOQs) in response to the RFQ. Interviews were held with all six qualified teams on March 16 and 17, 2016. Interviews were conducted by a selection panel comprised of representatives from SFMTA and Transportation Authority staff. The selection panel evaluated the SOQs based on qualifications and other criteria identified in the RFQ, with an emphasis on bidders' responses to hypothetical scenarios as well as their capabilities and experience. Based on the competitive process defined in the evaluation criteria of the RFQ document, the selection panel recommends awarding contracts to the five highest-ranked firms: Arup North America Limited (Arup), Iteris, Inc. (Iteris), Nelson\Nygaard Consulting Associates (Nelson\Nygaard), Stantec Consulting Services Inc. (Stantec) and WSP Parsons Brinckerhoff.

Each of the five highest-ranked teams provides a unique set of skills, technical specialists, and relevant project experience, particularly in program management. In particular, Arup demonstrates strong capabilities in transit and highway operations analysis and other requested task areas, Iteris provides the ability to draw travel and performance insights from big data, Nelson\Nygaard builds upon a proven track record of performance in a majority of on-call services task areas including NTIP studies, Stantec brings relevant experience in toll system design and delivery, and WSP Parsons Brinckerhoff supports a number of emerging efforts in TDM, travel incentives, and ridematching.

Given the wide range of desired proficiencies and experience, the amount and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts, there is a need for broad and deep access to transportation planning skills in the on-call planning contract. We propose to contract with multiple consultant teams with whom the Transportation Authority may call upon on a task order basis. Such an arrangement is currently in place through the Transportation Authority's current on-call transportation planning contracts, which has proved beneficial to the Transportation Authority's Planning Division's work program.

Consultants selected for a contract will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term. While the Transportation Authority intends to engage pre-qualified firms based on capabilities, experience and availability, no selected team is guaranteed a task order. In addition, transportation planning services tasks valued above \$150,000 will be bid under a separate procurement process.

We will receive federal financing assistance to fund a portion of this contract, and will adhere to federal procurement regulations. For this contract, we established a Disadvantaged Business Enterprise (DBE) goal of 10%, accepting certifications by the California Unified Certification Program. SOQs from all five teams met or exceeded the DBE goal. Details of each team's proposed DBE participation is included in Attachment 2.

ALTERNATIVES

1. Recommend awarding three-year consultant contracts, with an option to extend for two additional one-year periods, to Arup, Iteris, Nelson\Nygaard, Stantec and WSP Parsons Brinckerhoff, for a combined amount not to exceed \$2,000,000 for on-call transportation planning services and authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend awarding three-year consultant contracts, with an option to extend for two additional one-year periods, to Arup, Iteris, Nelson\Nygaard, Stantec and WSP Parsons Brinckerhoff, for a combined amount not to exceed \$2,000,000 for on-call transportation planning services and authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The subject request was not presented to the CAC at its March 23, 2016 meeting since proposal interviews and evaluations were still underway.

FINANCIAL IMPACTS

The scope of work described in the RFQ is anticipated in the Transportation Authority's adopted Fiscal Year 2015/16 work program and budget through relevant projects and studies, including the San Francisco Transportation Plan. Budget for these activities will be funded by a combination of federal Surface Transportation Planning grants, federal grants from Caltrans and the Metropolitan Transportation Commission, local contributions from the Treasure Island Development Authority and Prop K sales tax funds. The first year's activities are included in the Transportation Authority's mid-year budget amendment, which is the subject of a separate request. Sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.

RECOMMENDATION

Recommend awarding three-year consultant contracts, with an option to extend for two additional one-year periods, to Arup, Iteris, Nelson\Nygaard, Stantec and WSP Parsons Brinckerhoff, for a combined amount not to exceed \$2,000,000 for on-call transportation planning services and authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachments (2):

1. On-Call Planning Services Scope of Work
2. Proposed Disadvantaged Business Enterprise Firms



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RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2015/16 BUDGET TO DECREASE REVENUES BY \$3,616,773 AND INCREASE EXPENDITURES BY \$23,347,827 FOR A TOTAL NET DECREASE IN FUND BALANCE OF \$26,964,600

WHEREAS, In June 2015, through approval of Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund For Clean Air Program, Vehicle Registration Fee for Transportation Improvements Program (Prop AA) and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; Geary Corridor Bus Rapid Transit Project; I-280 Balboa Park Interchange Modifications Initiation Phase; Bay Area Rapid Transit Travel Incentives Program, eFleet Carsharing Electrified project; 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase; San Francisco Long-Range Transportation Planning Program; Phase 2 of the Late Night Transportation Plan; Geneva-Harney BRT Feasibility Study; Treasure Island Mobility Management Agency; Travel Demand Modeling Assistance; Transit Reliability Research study; Lombard Street Corridor (US 101); Bayview Moves Van Sharing Pilot study; Alemany Interchange Improvement Study; San Francisco Freeway Corridor Management Study; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2015/16 budget, as shown in Attachment A; and

WHEREAS, At its March 23, 2016 meeting, the Citizens Advisory Committee considered the



subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On April 12, 2016, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2015/2016 budget is hereby amended to decrease revenues by \$3,616,773 and increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600.

Attachment:

- A. Final Amended Fiscal Year 2015/16 Budget

**San Francisco County Transportation Authority
Attachment A
Proposed Fiscal Year 2015/16 Budget Amendment**



	Proposed Budget Amendment by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2015/16
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2015/16		
Revenues:								
Sales Tax Revenues	\$ 101,293,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,293,575	\$ 101,293,575
Vehicle Registration Fee	-	-	-	4,776,540	-	-	4,776,540	4,776,540
Interest Income	328,196	-	2,140	4,370	-	-	334,706	334,706
Federal/State/Regional Revenues	75,000,000	28,191,276	772,398	-	750,000	-	104,713,674	105,463,614
Other Revenues	47,384	1,873	-	-	-	-	49,257	2,916,090
Total Revenues	176,669,155	28,193,149	774,538	4,780,910	750,000	211,167,752	214,784,525	214,784,525
Expenditures:								
Capital Project Costs	222,147,229	29,582,343	1,225,593	7,112,584	492,444	260,560,193	241,369,483	241,369,483
Administrative Operating Costs	6,600,863	2,207,457	38,515	228,830	357,022	9,432,687	9,951,543	9,951,543
Debt Service	20,960,000	-	-	-	-	20,960,000	21,760,000	21,760,000
Prior Year Expenditure Carryover	281,637	5,089,500	-	-	104,836	5,475,973	-	-
Total Expenditures	249,989,729	36,879,300	1,264,108	7,341,414	954,302	296,428,853	273,081,026	273,081,026
Other Financing Sources (Uses):								
	(8,890,453)	8,686,151	-	-	204,302	-	-	-
Net Change in Fund Balance	\$ (82,211,027)	\$ -	\$ (489,570)	\$ (2,560,504)	\$ -	\$ (85,261,101)	\$ (58,296,501)	\$ (58,296,501)
Budgetary Fund Balance, as of July 1	\$ 99,592,152	\$ -	\$ 1,107,504	\$ 7,311,391	\$ -	\$ 108,011,047	N/A	\$ (82,359,986)
Budgetary Fund Balance, as of June 30	\$ 17,381,125	\$ -	\$ 617,934	\$ 4,750,887	\$ -	\$ 22,749,946	N/A	\$ (140,656,487)



Memorandum

Date: 04.05.16 **RE:** Finance Committee
April 12, 2016

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

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Amendment of the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600

Summary

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2015, through Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2015/16 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2015/16 Budget be amended as shown in Attachment A.

BACKGROUND

In June 2015, through approval of Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The purpose of this memorandum is to brief the Finance Committee on the proposed FY 2015/16 budget revisions and to seek a recommendation for the amended budget. The budget revision reflects a decrease of \$3,616,773 in revenues and increase of \$23,347,827 in expenditures for a total net decrease of \$26,964,600 in fund balance. These revisions include carryover expenditures from the prior period.

The effect of the amendment on the adopted FY 2015/16 Budget (in the aggregate line item format specified in the Transportation Authority's Fiscal Policy) is shown in Attachments A and B. The detailed budget explanations by line item are included in Attachment C.

Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund For Clean Air Program, Vehicle Registration Fee for Transportation Improvements Program (Prop AA) and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; Geary Corridor Bus Rapid Transit Project; I-280 Balboa Park Interchange Modifications Initiation Phase; Bay Area Rapid Transit Travel Incentives Program, eFleet Carsharing Electrified project; 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase; San Francisco Long-Range Transportation Planning Program; Phase 2 of the Late Night Transportation Plan; Geneva-Harney BRT Feasibility Study; Treasure Island Mobility Management Agency; Travel Demand Modeling Assistance; Transit Reliability Research study; Lombard Street Corridor (US 101); Bayview Moves Van Sharing Pilot study; Alemany Interchange Improvement Study; San Francisco Freeway Corridor Management Study; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2015/16 budget.

We propose that the adopted FY 2015/16 Budget be amended as shown in Attachment A.

ALTERNATIVES

1. Recommend amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600, as requested.
2. Recommend amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its March 23, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

If approved, the proposed amendment to the FY 2015/16 Budget would decrease \$3,616,773 in revenues and increase \$23,347,827 in expenditures for a net decrease of \$26,964,600 in fund balance as described above.

RECOMMENDATION

Recommend amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600.

Attachments (3):

- A. Proposed Fiscal Year 2015/16 Budget Amendment
- B. Proposed Fiscal Year 2015/16 Budget Amendment Line Item Detail
- C. Fiscal Year 2015/16 Budget Amendment Explanations

**San Francisco County Transportation Authority
Attachment B
Proposed Fiscal Year 2015/16 Budget Amendment
Line Item Detail**



	Proposed Budget Amendment by Fund										Increase/ (Decrease)	Adopted Budget Fiscal Year 2015/16	
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2015/16							
Revenues:													
Sales Tax Revenues	\$ 101,293,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,293,575	\$ -	\$ 101,293,575
Vehicle Registration Fee	-	-	-	4,776,540	-	4,776,540	-	-	-	-	4,776,540	-	4,776,540
Interest Income	328,196	-	2,140	4,370	-	334,706	-	-	-	-	334,706	-	334,706
Federal/State/Regional Revenues													
Federal BART Travel Incentives Program	-	278,400	-	-	-	278,400	-	-	-	-	278,400	278,400	-
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	110,962	-	-	-	110,962	-	-	-	-	110,962	(256,661)	367,623
Federal FHWA Transit Reliability Research	-	41,500	-	-	-	41,500	-	-	-	-	41,500	41,500	-
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement Project	-	20,875,671	-	-	-	20,875,671	-	-	-	-	20,875,671	(2,354,435)	23,230,106
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	1,934,656	-	-	-	1,934,656	-	-	-	-	1,934,656	1,352,129	582,527
Federal San Francisco Freeway Performance Initiative Study	-	278,048	-	-	-	278,048	-	-	-	-	278,048	59,048	219,000
Federal Strategic Highway Research Program	-	123,947	-	-	-	123,947	-	-	-	-	123,947	-	123,947
Federal Surface Transportation Program 3% Revenue	-	911,683	-	-	-	911,683	-	-	-	-	911,683	(343,424)	1,255,107
State Seismic Retrofit Proposition IB - I/80 YBI Interchange Improvement Project	-	2,704,665	-	-	-	2,704,665	-	-	-	-	2,704,665	(305,042)	3,009,707
Regional Agency Contributions - Model Service Bureau	-	85,964	-	-	-	85,964	-	-	-	-	85,964	85,964	-
Regional BART - Travel Incentives Program	-	53,800	-	-	-	53,800	-	-	-	-	53,800	53,800	-
Regional Golden Gate Bridge, Highway and Transportation District - Presidio Parkway	75,000,000	-	-	-	-	75,000,000	-	-	-	-	75,000,000	-	75,000,000
Regional San Francisco (OEWD) - Late Night Transportation	-	125,000	-	-	-	125,000	-	-	-	-	125,000	125,000	-
Regional San Francisco (Planning) - Long-Range Transportation Planning Program	-	179,588	-	-	-	179,588	-	-	-	-	179,588	179,588	-
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	200,000	-	-	-	200,000	-	-	-	-	200,000	-	200,000
Regional San Francisco (SFMTA) - 19th Avenue M-Ocean View	-	287,392	-	-	-	287,392	-	-	-	-	287,392	234,193	53,199
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	750,000	750,000	-	-	-	-	750,000	100,000	650,000
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	772,398	-	-	772,398	-	-	-	-	772,398	-	772,398
Other Revenues													
Local Match: City CarShare eFleet Carsharing Electrified	-	1,873	-	-	-	1,873	-	-	-	-	1,873	(4,337)	6,210
San Francisco Dept of Environment - Bicycle Racks/Shower Facilities	2,000	-	-	-	-	2,000	-	-	-	-	2,000	-	2,000
Sublease of Office Space	45,384	-	-	-	-	45,384	-	-	-	-	45,384	-	45,384
TIDA Loan Reimbursement - YBI Interchange Improvement Project	-	-	-	-	-	-	-	-	-	-	-	(2,862,496)	2,862,496
Total Revenues	176,669,155	28,193,149	774,538	4,780,910	750,000	211,167,752	4,780,910	774,538	750,000	211,167,752	214,784,525	(3,616,773)	214,784,525

San Francisco County Transportation Authority
Attachment B
Proposed Fiscal Year 2015/16 Budget Amendment
Line Item Detail



	Proposed Budget Amendment by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2015/16
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2015/16		
Expenditures:								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	145,000,000	-	1,225,593	7,087,584	-	153,313,177	18,003,626	135,309,551
Technical Professional Services	77,147,229	29,582,343	-	25,000	492,444	107,247,016	1,187,084	106,059,932
Administrative Operating Costs								
Personnel Expenditures								
Salaries	2,852,566	1,454,011	26,190	104,194	203,294	4,640,255	-	4,640,255
Fringe Benefits	1,337,762	684,240	12,325	49,032	98,228	2,181,587	-	2,181,587
Pay for Performance	194,965	-	-	-	-	194,965	-	194,965
Non-personnel Expenditures								
Administrative Operations	2,000,470	69,206	-	75,604	51,300	2,196,580	(518,856)	2,715,436
Equipment, Furniture & Fixtures	144,700	-	-	-	-	144,700	-	144,700
Commissioner-Related Expenses	70,400	-	-	-	4,200	74,600	-	74,600
Debt Service								
Principal Retirement	20,000,000	-	-	-	-	20,000,000	-	20,000,000
Interest and Fiscal Charges	960,000	-	-	-	-	960,000	(800,000)	1,760,000
Prior Year Expenditure Carryover	281,637	5,089,500	-	-	104,836	5,475,973	5,475,973	-
Total Expenditures	249,989,729	36,879,300	1,264,108	7,341,414	954,302	296,428,853	23,347,827	273,081,026
Other Financing Sources (Uses):								
Transfers in - Prop K Match to Grant Funding	-	8,686,151	-	-	204,302	8,890,453	10,952,342	(2,061,889)
Transfers out - Prop K Match to Grant Funding	(8,890,453)	-	-	-	-	(8,890,453)	(10,952,342)	2,061,889
Total Other Financing Sources (Uses)	(8,890,453)	8,686,151	-	-	204,302	-	-	-
Net Change in Fund Balance	\$ (82,211,027)	\$ -	\$ (489,570)	\$ (2,560,504)	\$ -	\$ (85,261,101)	\$ (26,964,600)	\$ (58,296,501)
Budgetary Fund Balance, as of July 1	\$ 99,592,152	\$ -	\$ 1,107,504	\$ 7,311,391	\$ -	\$ 108,011,047	N/A	\$ (82,359,986)
Budgetary Fund Balance, as of June 30	\$ 17,381,125	\$ -	\$ 617,934	\$ 4,750,887	\$ -	\$ 22,749,946	N/A	\$ (140,656,487)

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency \$ 10,129,358 \$ - \$ 77,240 \$ 477,654 \$ - \$ 10,684,251
Fund Reserved for Program and Operating Contingency

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
1.	Bay Area Rapid Transit (BART) Travel Incentives Program	-	\$348,000	\$348,000	<p>We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. The three-year pilot project will be funded by a federal Value Pricing Program grant, BART operating revenues, and a Prop K sales tax appropriation (Resolution 16-12). This amendment increases Federal Revenues by \$278,400 and Regional Revenues by \$53,800. Corresponding Capital Project Expenditures will increase by \$269,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$79,000 for FY 2015/16 activity.</p>

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
2.	eFleet Carsharing Electrified Project	373,833	(260,998)	112,835	<p>We serve as a fiscal agent to support City CarShare for deploying electric vehicles within the City and County of San Francisco and the City of Berkeley, with supportive infrastructure and operations for the eFleet: Carsharing Electrified Project. The project is funded by federal Congestion Mitigation and Air Quality Improvement Program funds through the California Department of Transportation (Caltrans) and local match funds by City CarShare. We anticipate lower expenditures in FY 2015/16 due to project delays associated with the changes in City CarShare's organizational structure and in its marketing and educational approaches. City CarShare formed a strategic partnership with Carma in July 2015 to maximize utilization of electric vehicle (EV) technology and benefits of car sharing. Through the organizational change and assessment, City CarShare recognized the lower-than-anticipated EV usage and has proposed shifting most of the remaining funds from vehicle purchase to innovative and creative marketing and educational initiatives to alleviate barriers to the EV usage. We are currently working with City CarShare to obtain approvals from the Metropolitan Transportation Commission (MTC) and Caltrans, and pending their approval, City CarShare anticipates completing the project by December 2016. This amendment decreases Federal Revenues by \$256,661 and Other Revenues by \$4,337. Corresponding Capital Project Expenditures will decrease by \$250,134 and Administrative Operating (Personnel) Costs will shift from CMA Programs to Sales Tax Program by \$10,864 for FY 2015/16 activity.</p>

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
3.	Transit Reliability Research	-	83,000	83,000	In November 2015, we received a federal award from the MTC to spend \$90,000 in discretionary Advanced Travel Forecasting Procedures Program funds to develop tools to analyze transit reliability and travel model research activities. This grant award has a 50% local match requirement, to be fulfilled by providing staff time. This amendment increases Federal Revenues by \$41,500. Corresponding Capital Project Expenditures will increase by \$20,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$63,000 for FY 2015/16 activity.
4.	I-80/YBI Improvement Project	26,239,813	(2,659,477)	23,580,336	We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project. In July 2013, Caltrans approved a \$77.5-million construction phase funding request, consisting of a combination of Federal Highway Bridge Program (HBP) and State Proposition 1B Seismic Retrofit funds. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 is anticipated to be completed by August 2016. Some of the construction activities have been pushed to the following fiscal year due to the wet winter season. This amendment decreases Federal Revenues by \$2,354,435 and State Revenues by \$305,042. Corresponding Capital Project Expenditures will decrease by \$2,663,072 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$3,595 for FY 2015/16 activity.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
5.	YBI Bridge Structures	658,000	1,527,312	2,185,312	We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. In May 2015, the Transportation Authority received an additional \$5.78 million of federal HBP funds from Caltrans for the reimbursement of engineering and environmental analysis to implement the Value Engineering Analysis Alternative, which will also improve seismic performance, simplify construction efforts, minimize maintenance cost and is preferred by TIDA and San Francisco Public Works (SFPW). Local matching funds to the federal HBP funds are fulfilled by TIDA through a loan agreement with the Transportation Authority. This amendment increases Federal Revenues by \$1,352,129 and the outstanding TIDA loan by \$175,183. Corresponding Capital Project Expenditures will increase by \$1,503,112 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$24,200 for FY 2015/16 activity.
6.	San Francisco Freeway Corridor Management Study (FCMS)	521,854	10,787	532,641	For the FCMS project, we are reallocating the utilization of funding sources to maximize federal funds awarded to the project. This amendment increases Federal Revenues by \$59,048. Corresponding Capital Project Expenditures will decrease by \$31,741, and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Program by \$42,528 for a net increase of \$10,787 in expenditures for FY 2015/16 activity.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
7.	San Francisco Long-Range Transportation Planning Program (LRTPP)	486,639	(185,063)	301,576	The LRTPP is a long range, comprehensive multiagency effort to define the desired and achievable transportation future for San Francisco. The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. Our schedule anticipates completion of the vision document by early 2017, with an update of the SFTP anticipated in mid-2018. Due to a longer than anticipated startup and contracting process, we propose to defer \$185,063 of this year's project activities to FY 2016/17. Additional funding from SF Planning increases Regional Revenues by \$179,588 and correspondingly decreases Federal Revenues, allowing us to preserve Federal Surface Transportation Program (STP) grant funds for future project needs. Total decrease to Federal Revenues for this project is \$343,424. Corresponding Capital Project Expenditures will decrease by \$14,333 and Administrative Operating (Personnel) Costs will shift from CMA Programs to Sales Tax Program by \$170,730 for FY 2015/16 activity.
8.	Travel Demand Modeling Assistance – Model Service Bureau	-	85,964	85,964	The Transportation Authority maintains the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The City of Brisbane and SFPW agreed to provide funding of \$25,000 and \$60,964, respectively, for us to conduct travel demand forecasting analysis in support of their planning efforts. This amendment increases Regional Revenues by \$85,964. Corresponding Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$85,964 for FY 2015/16 activity.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
9.	Late Night Transportation Plan (Phase 2)	-	125,000	125,000	<p>The Office of Economic and Workforce Development (OEWD) and the City's Entertainment Commission convened a Late Night Transportation Working Group (Working Group), which created a Late Night Integrated Transportation Plan to improve late night and early morning transportation options for San Francisco workers, residents, and visitors. Based on the recommendations identified in the report approved in February 2015, we are working with partner agencies to implement the next steps, including: beginning a process to refresh and consider expansion of all-night local and regional bus service; developing a pilot program funded by challenge grants for location-specific improvements; developing a coordinated information campaign to better communicate existing services; establishing an all-night transportation monitoring practice; and continuing to convene the Working Group. All work on the project will be fully reimbursed by OEWD. This amendment increases Regional Revenues by \$125,000. Corresponding Capital Project Expenditures will increase by \$60,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$65,000 for FY 2015/16 activity.</p>

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
10.	19 th Avenue/M-Ocean View Project Pre-Environmental Study Phase	53,199	234,193	287,392	<p>We are serving as the procuring agency for this project, which is being led by the San Francisco Municipal Transportation Agency (SFMTA). The major objectives of this phase are to advance project development to the 5-10% level of engineering and prepare a Caltrans Project Study Report-Project Development Support (PSR-PDS) documentation required given the project's location within Caltrans-owned right-of-way. The project team is anticipating submittal of the draft PSR-PDS package to Caltrans for review in early Summer 2016. During FY 2015/16, the SFMTA approved an amendment to the MOA to fully reimburse the Transportation Authority for an additional \$234,193, which will cover additional engineering costs required to carry directly into the PSR-PDS and additional conceptual engineering work to consider refinements to the southern grade-separated crossing that is essential to conduct in advance of the subsequent environmental review phase of the project. This amendment increases Regional Revenues by \$234,193. Corresponding Capital Project Expenditures will increase by \$213,593 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$20,600 for FY 2015/16 activity.</p>

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
11.	Treasure Island Mobility Management Agency (TIMMA)	750,000	99,466	849,466	On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island. Original estimated contributions from TIDA need to be updated to reflect the executed agreement of \$750,000. Prop K funds appropriated through Resolution 15-13 will cover remaining project costs. This amendment increases Regional Revenues by \$100,000. Corresponding Capital Project Expenditures will increase by \$218,044, Administrative Operating (Non-personnel) Costs will increase by \$5,073 and Administrative Operating (Personnel) Costs will shift from TIMMA Program to Sales Tax Program by \$123,651 for a net increase of \$99,466 in expenditures for FY 2015/16 activity.
12.	Other Revenues	2,916,090	(2,866,833)	49,257	The Other Revenues line item included an estimate of the second of three loan repayments from TIDA on the environmental phase of the I-80/YBI Improvement Project. During FY 2015/16, we changed our budgetary basis upon accounting for loan transactions to conform to accounting principles generally accepted in the United States (GAAP) and began recognizing payments and repayments on loans as outflows and inflows of assets and not revenues. In order to comply with GAAP, we recommend reducing Other Revenues by \$2,866,833 for FY 2015/16 activity.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
13.	Sales Tax Program (Prop K) Individual Project Grants, Programs & Initiatives	125,000,000	20,000,000	145,000,000	We developed the FY 2015/16 Prop K Capital Expenditures based on a review of the Prop K Strategic Plan as amended and in consultation with project sponsors, evaluated likely reimbursement needs of prior year projects expected to carryforward to the next FY, as well as of projects programmed for FY 2015/16 funds in the Strategic Plan and 5-Year Prioritization Programs. As is typical, a relatively small number of large projects and programs drive the anticipated Prop K capital expenditures, with SFMTA vehicle program as one of the major drivers. At the time of the original budget adoption, there was still a fair bit of uncertainty regarding the cash flow needs of the SFMTA vehicle procurements so we opted to take a more conservative approach to the capital budget and flagged that we would likely need to increase the capital budget mid-year, which is what we are now proposing. SFMTA vehicle cash flow needs make up about 26% of the proposed amended Prop K Capital Budget Expenditures of \$145,000,000, an increase of \$20,000,000 over the adopted budget of \$125,000,000 as shown in Attachment B. Some of the other projects with the highest expected expenditures this year include the Transbay Transit Center, Doyle Drive, SFMTA's Radio Replacement project, and paratransit.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
14.	Vehicle Registration Fee For Transportation Improvements Program (Prop AA) Individual Project Grants, Programs & Initiatives	9,083,958	(1,996,374)	7,087,584	Our estimate for FY 2015/16 Prop AA capital expenditures was based on a review of the Prop AA Strategic Plan as amended and in consultation with project sponsors, of prior year projects including those with multi-year schedules and projects no longer anticipated to be completed in FY 2014/15 as originally planned. For the mid-year budget revision, we followed the same process, seeking updated information and assessed whether any remaining FY 2015/16 programming would be allocated and eligible for reimbursement in the remaining months of the fiscal year. As a result of our review, we recommend decreasing the budgeted \$9,083,958 in Prop AA Capital Project Expenditures by \$1,996,374 to a total of \$7,087,584 as shown in Attachment B. The amendment is primarily attributable to three projects: SFPW's street reconstruction project on Dolores Street has advanced slower than anticipated due to necessary coordination with the work of other agencies; the Mayor's Office of Housing and Community Development's Hunters View Transit Connection project was delayed; and the SFMTA has over \$600,000 in FY 2015/16 Prop AA capital expenditures assumed for rapid network projects; however most of these funds have yet to be allocated as the SFMTA is using other fund sources first for Muni Forward.
15.	Geary Corridor Bus Rapid Transit Environmental Clearance	282,812	472,905	755,717	In July 2015, through Resolution 16-06, the Transportation Authority approved additional Prop K funds needed to generate a Conceptual Engineering Report for the Phase 2 (Full) Geary Bus Rapid Transit Project, bringing the engineering design of the project to 30%. Funds will provide for staff and consultant needs to complete the environmental phase. This amendment increases Capital Project Expenditures by \$359,053 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$113,852 for FY 2015/16 activity.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
16.	I-280 Balboa Park Interchange Modifications Initiation Phase	750,000	(372,500)	377,500	In February 2015, through Resolution 15-41, the Transportation Authority approved Prop K funds for traffic analysis and environmental work required for the proposed realignment of the I-280 off-ramp at Ocean Avenue to make it a "T" intersection with a new signal at Ocean. The scope also includes a ramp closure analysis for the possible closure of the I-280 on-ramp at Geneva Avenue. The overall scope is now expected to be completed by December 2016, due to delays in executing a Caltrans Cooperative Agreement. Therefore, a portion of this year's project activities will be deferred to FY 2016/17. This amendment decreases Capital Project Expenditures by \$210,000, Administrative Operating (Non-personnel) Costs by \$95,000, and shifts Administrative Operating (Personnel) Costs from CMA Programs to Sales Tax Program by \$67,500 for FY 2015/16 activity.
17.	Lombard Street Corridor (US 101) - SFCFTA Support	-	75,000	75,000	In July 2015, through Resolution 16-06, the Transportation Authority approved Prop K funds to provide leadership continuity as an advisor to the SFPW project management team implementing the Lombard Street Corridor Project. The SFMTA and SFPW are coordinating this project with a San Francisco Public Utilities Commission utility project and all work would be complete prior to a Caltrans paving project in 2018. This amendment increases Capital Project Expenditures by \$67,560 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$7,440 for FY 2015/16 activity.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
18.	Geneva-Harney BRT Feasibility Study	-	103,798	103,798	<p>In April and July 2015, through Resolutions 15-52 and 16-06, respectively, the Transportation Authority approved additional Prop K funds to fulfill a commitment approved in November 2014 (Resolution 15-17) to cover City/County Association of Government of San Mateo County's and Peninsula Corridor Joint Powers Board's contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). Additional funds also supported project management, outreach and expanded technical analysis related to the Beatty Avenue alternative. The Final Report was approved in July 2015. This amendment increases Capital Project Expenditures by \$103,798 for FY 2015/16 activity.</p>
19.	Bayview Moves Van Sharing Pilot	-	30,150	30,150	<p>In October 2015, through Resolution 16-18, the Transportation Authority approved Prop K funds to leverage over \$150,000 in funding from a Kaiser Permanente HEAL Zone grant and contributions from several community based organizations (CBOs) for a van sharing pilot program in the Bayview Hunters Point (BVHP) neighborhood as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013). The van sharing pilot will allow the CBOs to pool resources to provide point-to-point transportation for their target populations at a reduced cost when compared to numerous CBOs owning, operating, and maintaining their own vehicles. This amendment reflects the appropriation and increases Capital Project Expenditures by \$30,150 for FY 2015/16 activity.</p>

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
20.	Alemany Interchange Improvement Study [NTIP]	-	27,264	27,264	In June 2015, through Resolution 15-61, the Transportation Authority approved Prop K Neighborhood Transportation Improvement Program funds to develop and evaluate a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. We will lead the Study in coordination with partner agencies and the surrounding communities. This amendment increases Capital Project Expenditures by \$27,264 for FY 2015/16 activity.
21.	Administrative Operating Costs – Non-personnel Expenditures	2,715,436	(518,856)	2,196,580	Administrative Operating Costs for non-personnel expenditures also need to be updated from the original estimates contained in the adopted FY 2015/16 budget. Original estimates for temporary staff to assist throughout the year were not needed and we were able to timely fill the majority of open positions with permanent staff. In addition, audit and legal fees for individual projects have been lower than anticipated.
22.	Debt Service Expenditures – Interest and Fiscal Charges	1,760,000	(800,000)	960,000	In June 2015, we replaced the current Commercial Paper Program with a revolving credit agreement (Revolver) from State Street Public Lending Corporation. With a Revolver, we have entered into a loan agreement directly with the bank, eliminating the need to regularly re-issue commercial paper notes, which reduces costs, complexity, administrative burden and bank credit downgrade risk. This amendment decreases Debt Service Expenditures – Interest and Fiscal Charges by \$800,000 for FY 2015/16 activity.

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
23.	Prior Year Expenditure Carryover	-	5,475,973	5,475,973	<p>For several projects, budgeted expenditures from prior year were lower than anticipated and have deferred to the current fiscal year. The major projects with carryover expenditures include I-80/YBI Interchange Improvement Project for \$3,521,028 due to delays in tree removal and foundation construction work caused by early nesting of birds in the construction area; Folsom Street Off-Ramp Realignment Construction Project for \$1,263,440 as the disposition of contaminated materials was postponed to FY 2015/16; eFleet Carsharing Electrified Project for \$391,043 due to delays in obtaining approvals for a change in scope and eligible expenditures; and Presidio Parkway for \$281,637 because the level of effort related to a one-time milestone payment to the developer upon substantial completion of construction was postponed to FY 2015/16. This carryover increases expenditures by \$5,475,973 for FY 2015/16.</p>



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RESOLUTION APPOINTING BRADLEY WIEDMAIER 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 is one vacancy on the CAC; and

WHEREAS, At its April 19, 2016 meeting, after review and consideration of all applicants' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Bradley Wiedmaier to serve on the CAC for a two-year term; now therefore, be it

RESOLVED, That the Transportation Authority hereby appoints Bradley Wiedmaier 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: 04.12.16 **RE:** Plans and Programs Committee
April 19, 2016

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

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Appointment of One Member 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 is one vacancy on the CAC requiring committee action. The vacancy is the result of the resignation of Wells Whitney (District 3 resident). Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

BACKGROUND

There is one vacancy on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancy is the result of the resignation of Wells Whitney, who resides in District 3. There are currently 27 applicants to consider for the existing vacancy.

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 one member to the CAC.
2. 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 COMMITTEE¹

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
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
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 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 04.12.16)

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 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
5 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
6 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
7 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
8 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
11 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
12 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
13 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood
14 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
15 Joseph Lake	M	C	6	South of Market	Environment, Labor, 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 Bradley Wiedmaier*	M	C	6	Lower Nob Hill	Disabled, Labor, Senior Citizen
26 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
27 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 ALLOCATING \$48,000 IN PROP K FUNDS AND \$1,684,954 IN PROP AA FUNDS, WITH CONDITIONS, FOR FOUR REQUESTS, AND APPROPRIATION OF \$262,000 IN PROP K FUNDS FOR TWO REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received three Prop K requests totaling \$310,000 and three Prop AA allocation requests totaling \$1,684,954, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Transportation Demand Management/Parking Management and Transportation/ Land use Coordination categories of the Prop K Expenditure Plan, and from the Pedestrian Safety 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, All six requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriating \$262,000 in Prop K funds for two requests, as described in Attachment 3 and detailed in the attached 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 March 23, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On April 19, 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 allocates \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriates \$262,000 in Prop K funds for two requests, as summarized in Attachment 3 and detailed in the attached 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 and Prop AA Strategic Plans, 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 attached 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, Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary
5. 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	43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	\$ 5,659,654	54%	96%	Design and Environmental	6
Prop K	44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [N'TIP Planning]	\$ 48,000	\$ -	\$ 48,000	40%	0%	Planning	6
Prop K	44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [N'TIP Planning]	\$ 52,000	\$ -	\$ 73,340	40%	29%	Planning	6
Prop AA	Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	\$ 491,757	NA	0%	Design	Citywide
Prop AA	Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	\$ 7,275,558	NA	86%	Construction	3
Prop AA	Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	\$ 5,826,409	NA	97%	Construction	9, 10, 11
TOTAL						\$ 310,000	\$ 1,684,954	\$ 19,374,718		

Footnotes

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

² Acronyms: SFCTA (Transportation Authority); 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 Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	Funds will be used for the design engineering and environmental phase of the Treasure Island Mobility Management Program. The scope of work includes civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and the final System Engineering Management Plan. We anticipate that the design and environmental phases will be completed by June 2017, with the project open for use (start of operations) in January 2019.
44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	\$ 48,000	\$ -	The SFMTA is requesting a portion of the District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for community-based planning for Folsom/Howard Streets. This project will engage relevant stakeholders to obtain further community input from within the SOMA Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to community assets (e.g. schools, recreation centers, etc.) within the zone. SFMTA anticipates completing the planning phase for this project June 2017.
44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	\$ 52,000	\$ -	Requested NTIP planning funds will fund the Transportation Authority's Vision Zero Ramp Intersection Study which will develop recommendations for improving safety at three to five ramp intersections in the SOMA Youth and Family Zone. Likely study locations include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10th and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, and are proximate to sensitive uses (e.g., senior centers, schools, etc.). The final report is anticipated by June 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	The SFMTA is requesting funds for the design phase to upgrade up to 25 existing painted safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city. See page 91 of the packet for the list of potential intersections where concrete bulbouts have been planned and legislated. The SFMTA will select the highest priority locations with collision patterns that warrant upgrade. Design would begin in spring 2016, with construction expected to begin in spring 2018. Construction would be funded with SFMTA revenue bonds.
Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	Funds will 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 streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. SFPW is requesting additional Prop AA funds to cover higher than anticipated bids. SFPW plans to begin construction in June 2016 and finish by April 2017.
Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	Requested funds will leverage OBAG funds, prior Prop AA and Prop K allocations, Urban Greening grant, and Recreation and Park Department funds to fully fund complete street improvements on Mansell between Visitacion Ave nueand Dublin Street. The construction contract was awarded in August 2015 and construction is underway. The SFMTA is requesting additional Prop AA funds to cover higher than anticipated bids. The project is expected to be open for use by August 2016.
TOTAL			\$ 310,000	\$ 1,684,954	

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
43	SFCTA	Treasure Island Mobility Management Program	\$ 210,000	\$ -	We are recommending a multi-phase allocation for environmental and design phases given the concurrent nature of the work.
44	SFMTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	\$ 48,000	\$ -	
44	SFCTA	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	\$ 52,000	\$ -	
Ped	SFMTA	Bulb-outs at WalkFirst Locations	\$ -	\$ 491,757	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
Ped	SFPW	Chinatown Broadway Phase IV	\$ -	\$ 1,029,839	Tentative Recommendation: On March 22, 2016, at Commissioner Peskin's request, the Board unanimously approved a motion amending the staff recommendation for the 2016 Prop AA Call for Projects to add a condition to this project requiring that SFPW meet with his office and the Chinatown Community Development Center to address some minor concerns about the scope prior to the contract being awarded. The SFPW and SFMTA are working with Commissioner Peskin and key stakeholders but have not yet reached resolution. Thus we are forwarding this request with a tentative recommendation in case resolution is reached by the April 26 Board meeting. We will provide an update at the committee meeting.
Ped	SFMTA	Mansell Corridor Improvement	\$ -	\$ 163,358	
TOTAL			\$ 310,000	\$ 1,684,954	

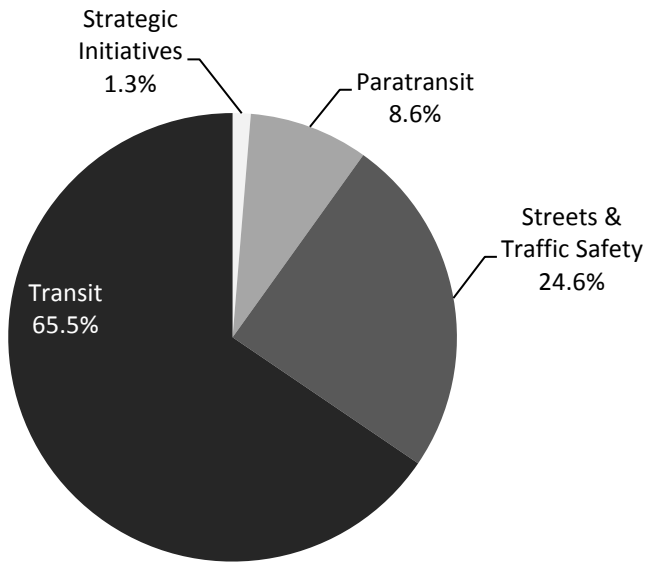
¹ See Attachment 1 for footnotes.

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

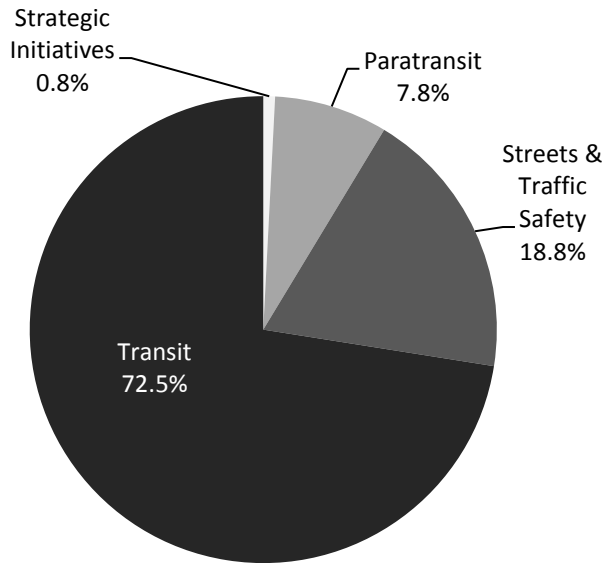
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 189,066,527	\$ 95,019,629	\$ 81,006,158	\$ 12,760,186	\$ 150,577	\$ 32,495
Current Request(s)	\$ 310,000	\$ 127,000	\$ 173,000	\$ 10,000	\$ -	\$ -
New Total Allocations	\$ 189,376,527	\$ 95,146,629	\$ 81,179,158	\$ 12,770,186	\$ 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

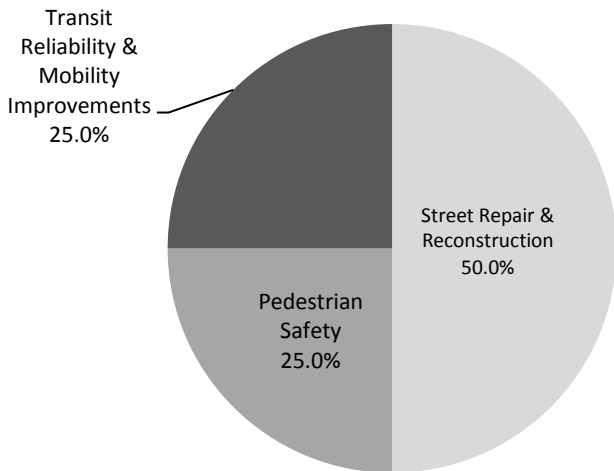


PROP AA VEHICLE REGISTRATION FEE

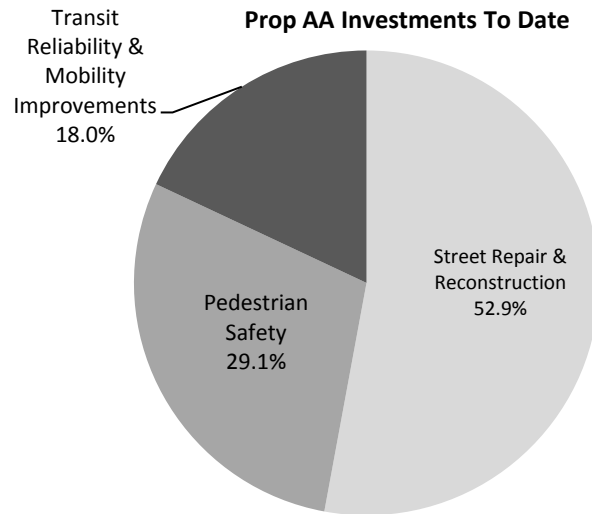
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ 1,094,980	\$ 221,750	\$ 729,730	\$ 71,750	\$ 71,750
Current Request(s)	\$ 1,684,954	\$ 200,662	\$ 1,484,292	\$ -	\$ -
New Total Allocations	\$ 2,779,934	\$ 422,412	\$ 2,214,022	\$ 71,750	\$ 71,750

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



**Attachment 5
Prop K Grouped Allocation Requests
April 2016 Board Action**

Table of Contents

No.	Fund Source	Project Sponsor¹	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested
1	Prop K	SFCTA	TDM/ Parking Management	Treasure Island Mobility Management Program	Design and Environmental	\$ 210,000
2	Prop K	SFMTA	Transportation/ Land Use Coordination	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	Planning	\$ 48,000
3	Prop K	SFCTA	Transportation/ Land Use Coordination	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	Planning	\$ 52,000
4	Prop AA	SFMTA	Pedestrian Safety	Bulb-outs at WalkFirst Locations	Design	\$ 491,757
5	Prop AA	SFPW	Transit Reliability and Mobility Improvements	Chinatown Broadway Phase IV	Construction	\$ 7,275,558
6	Prop AA	SFMTA	Transit Reliability and Mobility Improvements	Mansell Corridor Improvement	Construction	\$ 5,826,409
Total Requested						\$ 13,903,724

¹ Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): Current Prop K Request: \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

This request is Phase II of the Treasure Island Mobility Management Program. Phase II includes four elements with the following key deliverables:

Element 1, Governance/Administration/Outreach: Deliverables include Treasure Island Mobility Management Agency (TIMMA) project management; Agency and public outreach; regular Treasure Island Development Authority (TIDA) and TIMMA Board, Technical Advisory Committee, and Community Advisory Board meetings; and operating agreements with agency partners.

Element 2, Planning: Deliverables include development of program policies for the first 5 years of program launch; development of the Affordability Program and Transit Pass; Transportation Demand Management (TDM) plans; and transit service plans.

Element 3, Engineering: Deliverables include procurement of the System Integrator; final civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and final System Engineering Management Plan (SEMP).

Element 4, Construction: Deliverables include Final System Integration.

A detailed scope of work is attached. The requested Prop K funds would be used for Element 3, Engineering. This request funds useful deliverables, including the SEMP; and System Integrator request for proposals. This request allows the project to proceed on schedule as we work to secure additional funding. Approximately 20% of the work will be completed by SFCTA staff and 80% by outside consultants.

SCOPE OF WORK: TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM

TIMMA Overview and Background

In June 2011, the San Francisco Board of Supervisors (BOS) voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project (Development Project), entered into a Disposition and Development Agreement, and upheld the certification of the Development Project's Environmental Impact Report. The Development Project includes 8,000 new housing units (at least 25% below market rate), 207,000 square feet of retail, 244,000 square feet of adaptive reuse, up to 500 hotel rooms, up to 100,000 square feet of office space and over 300 acres of public open space. The Treasure Island Transportation Implementation Plan (Transportation Plan), adopted as part of the development projects' approvals, will allow development to occur without further straining the congested Bay Bridge travel corridor, and while simultaneously advancing sustainability in the region.

The centerpiece of this innovative approach to mobility is an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required transit pass purchase for residents, and pricing of all parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island.

Under AB 981, these transportation services and policies (Transportation Program) are to be implemented by a Treasure Island Mobility Management Agency (TIMMA). On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the TIMMA to implement elements of the Transportation Plan in support of the Development Project.

On September 19, 2014 Governor Brown signed AB 141 (Ammiano), establishing TIMMA as an agency legally distinct from the Transportation Authority.

TIMMA Purpose

The purpose of the TIMMA is to implement the comprehensive and integrated Transportation Program outlined in the Transportation Plan to manage travel demand on Treasure Island as development occurs. As described in the enabling legislation, AB 981, the goals of a Treasure Island Mobility Management Program are to:

- Develop a comprehensive set of Transportation Demand Management (TDM) programs to encourage and facilitate transit use and to minimize the environmental and other impacts of private motor vehicles traveling to, from, and on Treasure Island.
- Manage Treasure Island-related transportation in a sustainable manner, with the goal of reducing vehicle miles traveled and minimizing carbon emissions and impacts on air and water quality.
- Create a flexible institutional structure that can set parking and congestion pricing rates, monitor the performance of the transportation program, collect revenues, and direct revenues to transportation services and programs serving Treasure Island.
- Promote multimodal access to, from, and on Treasure Island by a wide range of local, regional, and statewide visitors by providing a reliable source of funding for transportation services and programs serving Treasure Island that will include bus transit service provided by the San Francisco Municipal Transportation Agency (SFMTA) and ferry service.

To carry out pre-implementation planning on TIMMA and TIDA's behalf, the Transportation Authority Board and TIDA Board authorized an operating Memoranda of Agreement (MOA) between the Transportation Authority and TIDA in 2011, through Resolution 12-25, and in 2012, through Resolution 13-01. In each of those fiscal years, Transportation Authority staff carried out a scope of pre-implementation work funded by TIDA, including successful grant applications to the Federal Highway Administration and Metropolitan Transportation Commission (MTC) for planning and preliminary engineering work. With the Fiscal Year 2013/14 work program, authorized through Resolution 14-53, the Transportation Authority initiated Phase 1 policy and financial analysis, funded by the two grant awards: a FHWA Value Pricing Pilot Program (VPPP) and a MTC Priority Development Area (PDA) planning grant, matched by a TIDA contribution.

The Treasure Island Mobility Management Program includes three elements:

1. **Governance, Administration, and Outreach**
2. **Planning**
3. **Engineering**

Furthermore, the TIMM Program work in these three elements is carried out in Phases:

Phase I: Conceptual Design

Phase II: PA&ED and Engineering Design / System Integration

Phase III: Operation

The scope, status, and expected completion date of activities within each element by Phase are described below.

PHASE I

Element 1: Governance, Administration, and Outreach

Start Date: FY 2013/14 Q1

End Date: FY 2015/16 Q4

In Phase 1, the Governance element includes:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Legally forming the TIMMA as a new agency, including agency designation, clean-up legislation, code adoption, and agency initiation activities (organizational structure, staffing and budgeting), and meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Policy agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

Element 2: Planning

This element of the Program completes the planning work necessary to develop Buildout Year Program policies and complete the Buildout Year financial feasibility analysis for the Program.

Start Date: FY2013/14 Q2

End Date: FY2015/16 Q4

Element 3: Engineering

Start Date: FY 2013/14 Q4

End Date: FY 2015/16 Q4

This Task will prepare key preliminary engineering documents for the Mobility Management Program: the ConOps and the draft SEMP.

PHASE II**Element 1: Governance, Administration, and Outreach**

In Phase 1, the Governance element will include:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Operating agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

Task 1.1 – Project Management

Start Date: FY 2016/17 Q1

End Date: FY 2018/19 Q4

This task includes the development of the project work plan, schedule and budget for all phases of the project. The overall project schedule will reflect deliverables and key milestones for all organizational, planning and engineering tasks associated with the TIMMA Program and will include key milestones associated with the overall Treasure Island Development and related infrastructure improvements. This task also includes all team check-in and status meetings required to review the project/program status and deliverables.

Deliverables:

Project Work Plan, Schedule and Budget (ongoing)

Weekly/Monthly Team Meetings as required

Task 1.2 – Agency Operation

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes ongoing operational activities: TIMMA Board meetings, contract and grant administration; and auditing.

Deliverables:

TIMMA Board meetings (ongoing)

Contract Administration (ongoing)

Task 1.3 – Financial Planning and Programming

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to maintain the TIMMA funding strategy, and seek funding.

Deliverables:*Funding Strategy revisions as applicable**Grant Applications***Task 1.4 – Partner Agreements**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to prepare required agreements between TIMMA and partner agencies, including: TIDA; Caltrans; SFMTA; AC Transit; WETA; BATA; MTC; DPW; and other agencies as applicable.

Procurement and Operating MOA follow policy MOUs developed in Phase I. Some operating MOA may be developed as part of Phase III.

Deliverables:*Procurement and Operating MOAs with TIDA; Caltrans; SFMTA; AC Transit; WETA; and BATA***Task 1.5 – Public Outreach**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes all activities related to public and partner stakeholder outreach including development of outreach and educational materials. Outreach activities will include community meetings, development of educational materials and a program website. Educational briefing will be made to partners and stakeholders including the CAC, the TIDA Board and partner agency Boards. A TAC has been established to review all planning and development deliverables and to provide feedback on the program development. TAC members include FHWA, Caltrans, MTC and the Bay Area Toll Authority (BATA), the Association of Bay Area Governments (ABAG), the San Francisco Municipal Transportation Agency (SFMTA), AC Transit, the Water Emergency Transportation Authority (WETA), TIDA, and Treasure Island Community Development (TICD).

Deliverables:*Communications and Marketing Plan FY 16/17 Q3**Communications collateral materials (website, fact sheet)**Community and Partner Stakeholder Meetings/Presentations**Quarterly TAC meetings***Element 2: Planning**

This element of the Program will complete the planning work necessary to develop initial year Program policies and complete the design of the parking, transit pass, and affordability components of the TIMM Program.

Task 2.1-Mobility Management Program 10 Year Implementation Plan and Policies

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q4

Phase I prepares demand and financial analysis of the TIMM Programs' buildout year, and recommends TIMM Program toll policies to ensure that transportation system and financial performance measures are met in the long run. The purpose of this task is to determine how toll policies will be phased in as Island development is introduced in Phases. This Task will refine the Buildout Year toll policies based on changing transportation service and financial needs in the first 5 years of TIMM Program operation.

Task 2.1.2 – Demand Analysis

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

The objective of this task is to analyze the demand profiles of mobility management scenarios during the first 5 years of TIMM Program operation (e.g., as new land uses and transit services are introduced on the Islands in phases).

This task will make use of the SFCTA's SF-CHAMP travel demand forecasting model. The Transportation Authority will oversee a Consultant to prepare modeling inputs, outputs, and analysis.

Deliverables

Up to seven SF-CHAMP model runs (scenarios)

Model outputs

Memorandum summarizing scenario definitions and demand profiles

Task 2.1.3 – Financial Analysis

Start Date: FY 2015/16 Q4

End Date: FY 2017/18 Q2

This task will revise the estimates of cost by year to implement and operate the entire Mobility Management Program during the first 5 years of operation. This estimate will utilize the financial model developed in Phase I.

The objective of this task is to analyze the financial profile of the Transportation Program Alternative Scenarios identified in previous tasks, and test any further policy options. The outcome of this task will support a revised Project Description that is sufficiently detailed to complete final Program Policy Development

This task will use the previously developed financial model to test alternative scenarios in each of the horizon years identified in Task 2.1.2, using variations of inputs including: pricing policies, demands, capital costs, financing/return on investment costs (if any), and operating and maintenance costs prepared as part of the other activities in the pre-implementation scope of work.

This task will be conducted iteratively with other Element 2 sub-tasks to understand the effects of alternative fee structures, discounts, pace of growth and other policies on the financial sustainability of the Program.

Based on results of financial analysis, this task will recommend refinements to the Project Description and provide assumptions about the Program's financial profile, project delivery approach, schedule and funding plan.

Task 2.1.4 – Transportation Program Revised Project Description (Policies) and Final Report

Start Date: FY 2013/14 Q3

End Date: FY 2014/15 Q4

This task will revise the initial Project Description developed in Phase I Task 2.1 based on the results of Tasks 2.2 through 2.4. The revised Project Description will include a discussion of program recommendations that will be the basis of the Final Program Policies. .

This task will produce a final study report that summarizes the findings of Study analyses and recommends program policies in an executive summary for consideration by the TIMMA Board of Directors and other stakeholders. The reports will include summaries of cost estimates and financial analysis completed in earlier tasks.

Deliverables:

TIMM Program 10 Year Implementation and Phasing Plan

Treasure Island Mobility Management Program toll policies for first 5 years of program operation

*Memorandum describing financial analysis framework, Scenario definitions, financial assumptions, and results
Final Study Report with technical appendices (Complete)*

This Task also includes supporting SFMTA's development of TIMM Program parking policies, and leading the design of:

- The required pre-paid transit pass
- Transportation Affordability Program
- Evaluation and monitoring plan

Task 2.2 – Transit and Shuttle Service

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task includes transit demand, service, cost, and revenue analysis for the first 5 years of TIMM Program operation. This task will recommend transit service levels based on forecasts of transit demand on a rolling 5 year basis, and estimate transit operating costs and expected revenues. This task will include:

- Evaluation of options for initial ferry service delivery; recommend initial ferry service delivery approach
- Evaluation of and recommendation for initial ferry vessel procurement approach
- Support to WETA in developing a Ferry Service Phasing Plan
- Support to AC Transit in evaluating initial AC Transit service options and developing AC Transit Service Plan
- Development of Shuttle Service Program

Deliverables:

Memorandum

Transit service plans

Transit service cost and revenue projections

Ferry procurement and early year delivery approach

Task 2.3 – Transit Pass and Transportation Affordability Program (TAP) Design

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task will design the required pre-paid Treasure Island transit pass as well as the Transportation Affordability Program (TAP) for residents of below-market rate housing. The Planning study in Phase I recommended a TAP that would reduce transportation cost burden for residents of BMR housing. The program would take the form of a cafeteria plan with discounts on multiple modes of travel, such as: carshare membership discounts; a transit-for-toll-credit program; bike share discounts; and a discount on the required pre-paid transit pass for BMR residents. Study will identify the transit pass monthly benefit amount and phasing. The plan will also identify technology options and regional integration needs.

This task will include an analysis of transit fare policy and will recommend transit fare levels.

Deliverables:

TI Transit Pass policies

Transit fare policy

TAP program design and cost estimate

Task 2.4 – Bicycle Access

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

This task involves supporting TIDA, TICD, and SFMTA in the design and implementation of bicycle infrastructure on Yerba Buena Island.

Deliverables:

Meetings and briefings with project partners as required.

Task 2.5 – Parking Policies

Start Date: FY 2015/16 Q3

End Date: FY 2015/16 Q4

This Task includes support for SFMTA’s development of a Parking Management Plan (PMP). The PMP will define parking roles and responsibilities; identify parking phases through buildout; and recommend parking policies, including rate policy and approach to operations, enforcement, and management oversight.

Deliverables:

Parking Management Plan

Task 2.6 – Monitoring and Evaluation Plan

Start Date: FY 2015/16 Q3

End Date: FY 16/17 Q2

This Task includes the development of the Program Monitoring and Evaluation Plan called for in the TITIP and DDA. The activities will include defining roles and responsibilities of TIMMA and TICD, development of performance measures and completion of an evaluation plan.

Deliverables:

Program Performance Measures

Monitoring and Evaluation Plan

Start Date: FY 2015/16 Q3

End Date: FY 2017/18 Q2

This Task will prepare final civil engineering Plans, Specifications and Estimates, System Engineering (System Requirements, Final Systems Engineering Management Plan, and System Integration) and Project Approvals and Environmental Document approval.

Task 3.1 Final PS&E

Start Date; FY 2015/16 Q4

End Date: FY 2016/17 Q4

This Task includes preparing final engineering drawings, location and layout sheets, civil and electrical drawings for capital improvements

Deliverables:

Final Plans, Specifications and Estimate for Civil work

Task 3.2 – Environmental Approvals

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q4

Deliverables:

- Environmental clearance (NEPA): Notice of Intent; CatEx or Draft EIS

Task 3.3 – System Requirements and SEMP

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q3

Deliverables:

- Final System Requirements to be incorporated into System Integrator RFP
- Final SEMP.

Task 3.4 – Bid Documents

Start Date: FY 2016/17 Q1

End Date: FY 2016/17 Q3

Deliverables:

- Prepare System Integrator RFP
- System Integrator Procurement and Contract.

Element 4: Construction**Task 4.1 – Advertise Construction**

Start Date: FY 2016/17 Q 3

End Date: FY 2017/18 Q1

Deliverables:

Final System Integrator Contract

Task 4.2 – Final System Integration

Start Date: FY 2017/18 Q2

End Date: FY 2018/19 Q2

This Task includes final system design by the System Integrator, testing, installation, integration and final commissioning

Deliverables

- Approved Final System Design
- Approved Factory Acceptance Test
- Approve Field Acceptance Test
- Commissioning of System

PHASE III:

The remaining scope of work after Phase II includes the operation phase of the Program. It reflects an anticipated opening date of approximately January 2019 to correspond to first development occupancy.

Activities include:

- Management and Operation of the toll facility
- Management and Oversight of TDM, Carshare, BikeShare and Equity Programs

- Management and Coordination of Program Monitoring and Performance Evaluation
- Management and Coordination of Transit and Parking elements of the Program
- Funding and Budget Controls
- Project Management
- Outreach and Communications

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type :

CEQA completed; NEPA clearance required. Document type TBD.

Status:

NEPA to be completed in Phase 2

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	1	2013/14	3	2015/16
Environmental Studies (PA&ED)	4	2015/16	4	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2015/16	4	2016/17
Prepare Bid Documents	1	2016/17	3	2016/17
Advertise Construction	3	2016/17		
Start Construction (e.g., Award Contract)	2	2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	2018/19
Project Closeout (i.e., final expenses incurred)			2	2019/20

SCHEDULE COORDINATION/NOTES

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

For the purpose of this section, the PS&E schedule refers to Design Engineering for the Civil Work, Prepare Bid Documents refers to the development of the RFP for the System Integrator; Advertise Construction refers to the Procurement of the System Integrator; and Start Constructions refers to the start of the System Integrator work including final toll system design, testing, installation and integration.
 Project Completion refers to the completion of the physical infrastructure and opening of the facility
 Project Closeout includes 1 year warranty period after facility opens prior to final acceptance of facility
 Planning/ Concept Engineering.
 - Phase 1, Planning/Concept Eng to be completed between July 2013 and March 2016.
 - Phase 2 will continue from March 2016 through first occupancy in January 2019.
 See scope for schedule detail on other project phases.

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

Implementing Agency: San Francisco County Transportation Authority

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	Yes	\$ 2,117,582	\$105,000	
Design Engineering (PS&E)	Yes	\$ 3,542,073	\$105,000	
R/W Activities/Acquisition				
Construction				
Operations				
		\$5,659,654	\$210,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 2,050,000	Actual
Environmental Studies (PA&ED)	\$ 2,117,582	CER equivalent
Design Engineering (PS&E)	\$ 3,542,073	CER equivalent / Engineer's estimate
R/W Activities/Acquisition		
Construction	\$ 8,321,345	CER equivalent / Engineer's estimate
Operations	\$ 1,462,000	CER equivalent / Engineer's estimate
Total:	\$ 17,493,000	

% Complete of Design: as of

Expected Useful Life: Years

Cost summary is for Phase 1, Phase 2, and the first year of Phase 3

Task	Phase			Total
	I	II	III	
Planning/Conceptual Engineering	\$ 2,050,000			\$ 2,050,000
Environmental Studies		\$ 2,117,582		\$ 2,117,582
Design Engineering		\$ 3,542,073		\$ 3,542,073
Construction		\$ 8,321,345		\$ 8,321,345
Operations			\$ 1,462,000	\$ 1,462,000
Total	\$ 2,050,000	\$ 13,981,000	\$ 1,462,000	\$ 17,493,000

See attached budget detail for the Design Engineering phase in Phase 2 of the project (the subject of this request).

Because this is a systems project, not a primarily civil project, the cost is in the design and development of software, rather than capital construction. The share of costs per phase is consistent with rules of thumb for systems projects. Systems integration costs are included in the capital construction line item since for a systems project, these costs are equivalent to capital construction.

TIMMA PHASE II BUDGET

		Phase II				
		Environmental (includes Project Mgmt and Planning) (subject of current request)	Design Engineering (subject of current request)	Construction	Total	
Staff Budget by Position	FTE	FY16/17 Fully Burd Rate	Estimated Cost	Estimated Cost		Total
Exec Dir	0.06	274.48	\$ 36,812	\$ -		\$ 36,812
Deputy Directors	0.50	218.95	\$ 127,705	\$ 49,640	\$ 49,640	\$ 226,986
Deputy Director - Capital Projects	0.08	235.78	\$ 13,582	\$ 13,582	\$ 13,582	\$ 40,745
Asst Deputy Director	0.02	179.70	\$ 7,800	\$ -		\$ 7,800
Sr. Engineer	1.16	151.18	\$ 14,839	\$ 175,123	\$ 175,123	\$ 365,086
Pr. Planner	1.27	151.18	\$ 396,213	\$ 3,450		\$ 399,663
Sr. Mgmt Analyst	0.15	121.05	\$ 37,934	\$ -		\$ 37,934
Communications Manager	0.24	151.18	\$ 75,239	\$ -		\$ 75,239
Sr. Graphic Design	0.08	121.05	\$ 21,018	\$ -		\$ 21,018
Planners	1.59	112.40	\$ 370,800			\$ 370,800
Sr Planner	0.22	130.35	\$ 60,353	\$ -		\$ 60,353
Grad Intern	0.89	65.00	\$ 120,382	\$ -		\$ 120,382
Staff Subtotal			\$ 1,282,677	\$ 241,796	\$ 238,345	\$ 1,762,818
Consultant Budget			Estimated Cost	Estimated Cost		Total
PM Support / Advising	250		\$ 150,800	\$ 182,000	\$ 182,000	\$ 514,800
Planning Professional Services			\$ 161,886			\$ 161,886
Monitoring and Evaluation Plan				\$ 51,333		\$ 51,333
10 Year Implementatin Plan				\$ 26,714		\$ 26,714
Transit Pass and Affordability Program				\$ 131,200		\$ 131,200
Systems Engineering				\$ 1,016,404		\$ 1,016,404
Environmental			\$ 130,000			\$ 130,000
Civil Engineering				\$ 200,000		\$ 200,000
Systems Integration					\$ 5,000,000	\$ 5,000,000
Civil Construction					\$ 2,000,000	\$ 2,000,000
Project Controls	200			\$ 27,000		\$ 27,000
Legal Counsel				\$ 104,200		\$ 104,200
Audit	200			\$ 22,000		\$ 22,000
Insurance				\$ 22,000		\$ 22,000
Misc			\$ 11,200	\$ 24,500		\$ 24,500
Outreach and Communications			\$ 143,000			\$ 143,000
Consultants Subtotal			\$ 596,886	\$ 1,807,352	\$ 7,182,000	\$ 9,575,037
Contingency (18%)			\$ 238,019	\$ 1,492,925	\$ 901,000	\$ 2,631,944
Grand Total			\$ 2,117,582	\$ 3,542,073	\$ 8,321,345	\$ 13,981,000

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$210,000

5-Year Prioritization Program Amount: \$210,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$210,000		\$210,000
TIDA/TICD Funds	\$1,500,000			\$1,500,000
TBD	\$3,949,654			\$3,949,654
Total:	\$5,449,654	\$210,000	\$0	\$5,659,654

TBD could include additional funds from TIDA/TIDC, state cap and trade, federal Advanced Transportation Technologies for Congestion Management, and/or federal Transportation Investment Generating Economic Recovery (TIGER) funds, for which the SFCTA is actively applying in order to complete the Design and Environmental phases. These sources would be matched by planned local developer funds.

Actual Prop K Leveraging - This Phase: 96.29%
Expected Prop K Leveraging per Expenditure Plan: 54.33%

\$5,659,654
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$210,000	\$150,000	\$360,000
Federal/State			\$980,000	\$980,000
TIDA / TIDC	\$1,500,000		\$1,250,000	\$2,750,000
TBD	\$13,403,000			\$13,403,000
TBD could include additional funds from TIDA/TIDC, state cap and trade, federal Advanced Transportation Technologies for Congestion Management, and/or federal Transportation Investment Generating Economic Recovery (TIGER) funds, for which the SFCTA is actively applying in order to complete the Design and Environmental phases. These sources would be matched by planned local developer funds.				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$210,000	\$2,380,000	\$ 17,493,000

Actual Prop K Leveraging - Entire Project:	97.94%	\$ 17,493,000
Expected Prop K Leveraging per Expenditure Plan:	54.33%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

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

Prop K Funds Requested: \$210,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$105,000	50.00%	\$105,000
FY 2016/17	\$105,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$210,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Appropriation	\$210,000	Multiple
Total:	\$210,000	

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

We are recommending concurrent allocations for Design and Environmental phases due to the concurrent nature of the work.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 43	FY 2015/16	\$105,000	50.00%	\$105,000
Prop K EP 43	FY 2016/17	\$105,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$210,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 43	FY 2015/16	Design Engineering (PS&E)	\$105,000	50%	\$105,000
Prop K EP 43	FY 2016/17	Design Engineering (PS&E)	\$105,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$210,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.
4.
5.

Special Conditions:

1.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	3.71%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



TICD
Treasure Island Community Development, LLC

TREASURE ISLAND TRANSPORTATION IMPLEMENTATION PLAN
Figure 5.1
PROPOSED TRANSIT SERVICE

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 210,000

Current Prop AA Request:

\$ -

Project Name:

Treasure Island Mobility Management Program

Implementing Agency:

San Francisco County Transportation Authority

Project Manager

Grants Section Contact

Name (typed): Rachel Hiatt

Amber Crabbe

Title: Principal Transportation Planner

Asst Deputy Director

Phone: 415 522-4809

415-522-4801

Fax: 415 522-4829

415 522-4829

Email: rachel.hiatt@sfcta.org

amber.crabbe@sfcta.org

Address: 1455 Market St., 22nd Floor
San Francisco, CA 94103

1455 Market St., 22nd Floor
San Francisco, CA 94103

Signature: _____

Date: _____

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): **Current Prop K Request:** \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority propose a two-part planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

Part 1: Community-Based Planning for Folsom/Howard Streets	\$48,000 (SFMTA) (subject request)
Part 2: Vision Zero Ramp Intersection Study	\$52,000 (SFCTA)
Total:	\$100,000

Project Background

The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families.

See the following pages for details.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

Part 1: Community-Based Planning for Folsom/Howard Streets - \$48,000 (SFMTA)

(Subject Request)

The SFMTA requests \$48,000 in Proposition K NTIP planning funds to engage the community, the Supervisor's Office and other relevant stakeholders during the predevelopment and planning/conceptual engineering phases of the Folsom-Howard Streetscape Project. The NTIP planning project would allow the SFMTA to work directly with community-based organizations to obtain further community input from within the Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to the community assets (e.g. schools, recreation centers, etc.) within the Zone. The planning phase for this project would be completed by Summer 2017.

The SOMA neighborhood of San Francisco has a high density of residents, transit services, commercial areas, freeway access, pedestrian traffic, and bicycle use. Folsom Street between The Embarcadero and 11th Street is a vehicle high injury corridor, Howard Street between New Montgomery Street and Hawthorne Street and between Harriet Street and 11th Street is a pedestrian high injury corridor, and Folsom Street between Hawthorne Street and Harriet Street is a pedestrian and cyclist high injury corridor. With the Central SOMA Plan, certain areas of this neighborhood will be rezoned to allow for additional residential and commercial density and capacity resulting in additional demands on the transportation network and public services. Folsom Street and Howard Street are wide one-way streets with narrow sidewalks and block lengths of approximately 860 feet between signalized intersections. A mix of commercial businesses, residential dwelling units, and light industrial use populate the two streets, which are visited by locals and area residents. While the vehicle speed limit on Folsom Street and Howard Street is 25 mph, the measured 85th-percentile speeds for certain segments of Folsom Street is 33 mph¹ while 85th-percentile speeds for certain segments of Howard Street is 31 mph².

The project seeks to create an inviting area to walk and bike, prepare the transportation network for future increases in employees and residents, address existing speeding on Folsom and Howard Streets, and address the safety issues for segments that appear on the high injury network. The project will also provide upgraded transit access to SOMA and address the existing impacts traffic has on transit service. The Folsom-Howard Streetscape Project will implement bicycle, pedestrian, transit, and motor vehicle improvements along Folsom Street and Howard Street in the SOMA neighborhood. The project will be located on Folsom Street between The Embarcadero and 11th Street and on Howard Street between 3rd Street and 11th Street.

The SFMTA will work closely with the San Francisco Planning Department staff who developed the Central SOMA Plan to share knowledge of key neighborhood stakeholder groups. SFMTA staff will also work with the Supervisor's office to identify additional opportunities for outreach to groups such as the SOMA Community Coalition and SOMA Youth Collaborative. Other potential stakeholder groups include SOMA Builders, South of Market Community Action Network, South of Market Business Association, Building Owners and Managers Association, Western SOMA Taskforce, and Yerba Buena Alliance.

With this NTIP funding, SFMTA will be able to more fully engage the leadership and membership of the Youth and Family Zone. The scope for outreach during the predevelopment and planning/conceptual

¹ May 2014 ADT on Folsom Street between 4th and 5th Streets

² February 2015 ADT on Howard Street between 4th and 5th Streets

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

engineering phases of the project includes several opportunities to gain input from the community. The table below shows how this funding will supplement the broader project's work:

Project Task	Supplemental Task with NTIP	Timeline	Deliverable
1) Initial Stakeholder Interviews	Engage the leadership of the Youth and Family Zone through initial interviews and welcome them to the planning process. Understand existing concerns and preferred improvements in the neighborhood as well as best methods to engage this important constituency.	April – June 2016	Summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process
2) Public Open Houses ³	Work with representatives from the Youth and Family Zone to set open house dates and venues to maximize leadership and membership participation, or schedule supplemental outreach as needed to ensure participation opportunities.	August 2016 – May 2017	Documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process
3) Follow-up Meetings	Meet with key Youth and Family Zone stakeholders to more fully understand reactions to the material presented at open houses and discuss next steps.	August 2016 - July 2017	Documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets.

³ The first open house will not occur before the Central SOMA Draft EIR comment period has closed.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Central SOMA EIR

Status: Underway

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$48,000	\$48,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$48,000	\$48,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 48,000	SFMTA Estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 48,000	

% Complete of Design: 0 as of 1/15/16

Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

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

Folsom-Howard Streetscape - Community Engagement

SFMTA Allocation

Budget Summary by Phase

Phase	Subtotal	Total
Pre-Development		
Task 1: Initial Stakeholder Interviews	\$ 17,672	\$ 17,672
Planning/Conceptual Engineering		
Task 2: Public Open Houses	\$ 20,417	\$ 30,267
Task 3: Follow-up Meetings	\$ 9,851	
Design Engineering		
Construction	\$ -	\$ -
City Attorney Review	\$ 500	\$ 500
	SFMTA Total (Rounded)	\$ 48,000

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

SFMTA Labor Detail

		FTE = Full Time Equivalent		MFB = Mandatory Fringe Benefits							
I. Initial Stakeholder Interviews (Predevelopment)		Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost		
Position (Title and Classification)											
	5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	8	0.004	\$1,123		
	5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	60	0.029	\$8,820		
	5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	32	0.015	\$5,148		
	5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	12	0.006	\$2,067		
	Subtotal						112	0.054	\$17,157		
	Contingency								\$515		
	Phase Total								\$17,672		

II. Public Open Houses (Planning/Conceptual Engineering Phase)

		Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost		
Position (Title and Classification)											
	5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	8	0.004	\$1,123		
	5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	60	0.029	\$8,820		
	5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	40	0.019	\$6,435		
	5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	20	0.010	\$3,444		
	Subtotal						128	0.062	\$19,822		
	Contingency								\$595		
	Phase Total								\$20,417		

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

III. Follow-up Meetings (Planning/Conceptual Engineering Phase)

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead	Hours	FTE	Cost
5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888	12	0.006	\$1,684
5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744	20	0.010	\$2,940
5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635	20	0.010	\$3,218
5290 Transportation Planner IV	\$ 129,182	\$ 69,498	\$ 198,680	\$ 159,540	\$ 358,221	10	0.005	\$1,722
Subtotal						62	0.030	\$9,564
Contingency								\$287
Phase Total								\$9,851

City Attorney Review (2 Hours x \$250/hour)	\$	500
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SFMTA Total	\$	48,439
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San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$48,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

Empty space for justification text.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$48,000		\$48,000
				\$0
				\$0
				\$0
				\$0
Total:	\$48,000	\$0	\$0	\$48,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$48,000
 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$48,000		\$48,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$48,000	\$48,000	\$ 48,000

Actual Prop K Leveraging - Entire Project:	0.00%	\$ 48,000
Expected Prop K Leveraging per Expenditure Plan:	40.48%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$48,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$15,000	31.00%	\$33,000
FY 2016/17	\$28,000	58.00%	\$5,000
FY 2017/18	\$5,000	10.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$48,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$48,000	Planning/Conceptual Engineering
Total:	\$48,000	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$15,000	31.00%	\$33,000
Prop K EP 44	FY 2016/17	\$28,000	58.00%	\$5,000
Prop K EP 44	FY 2017/18	\$5,000	10.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$48,000	99%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$15,000	31%	\$33,000
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	\$28,000	90%	\$5,000
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$5,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$48,000		

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

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

Deliverables:

1. Quarterly progress reports shall contain a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2. On completion of Task 1 (anticipated by June 2016), SFMTA will provide summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process.
3. On completion of Task 2 (anticipated by May 2017), SFMTA will provide documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process.
4. On completion of Task 3 (anticipated by July 2017), SFMTA will provide documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets.
5. Prior to Board adoption (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	NA

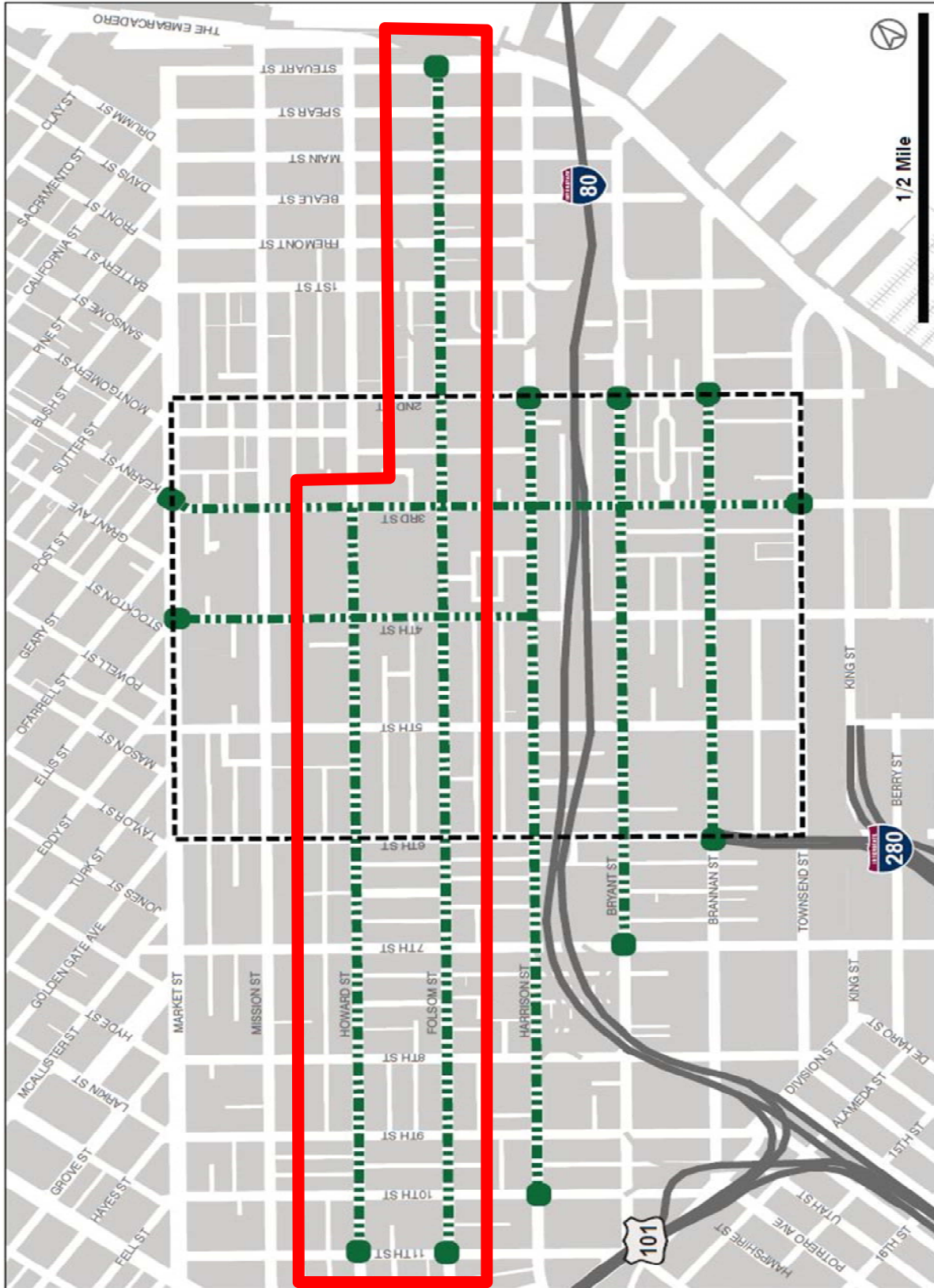
Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

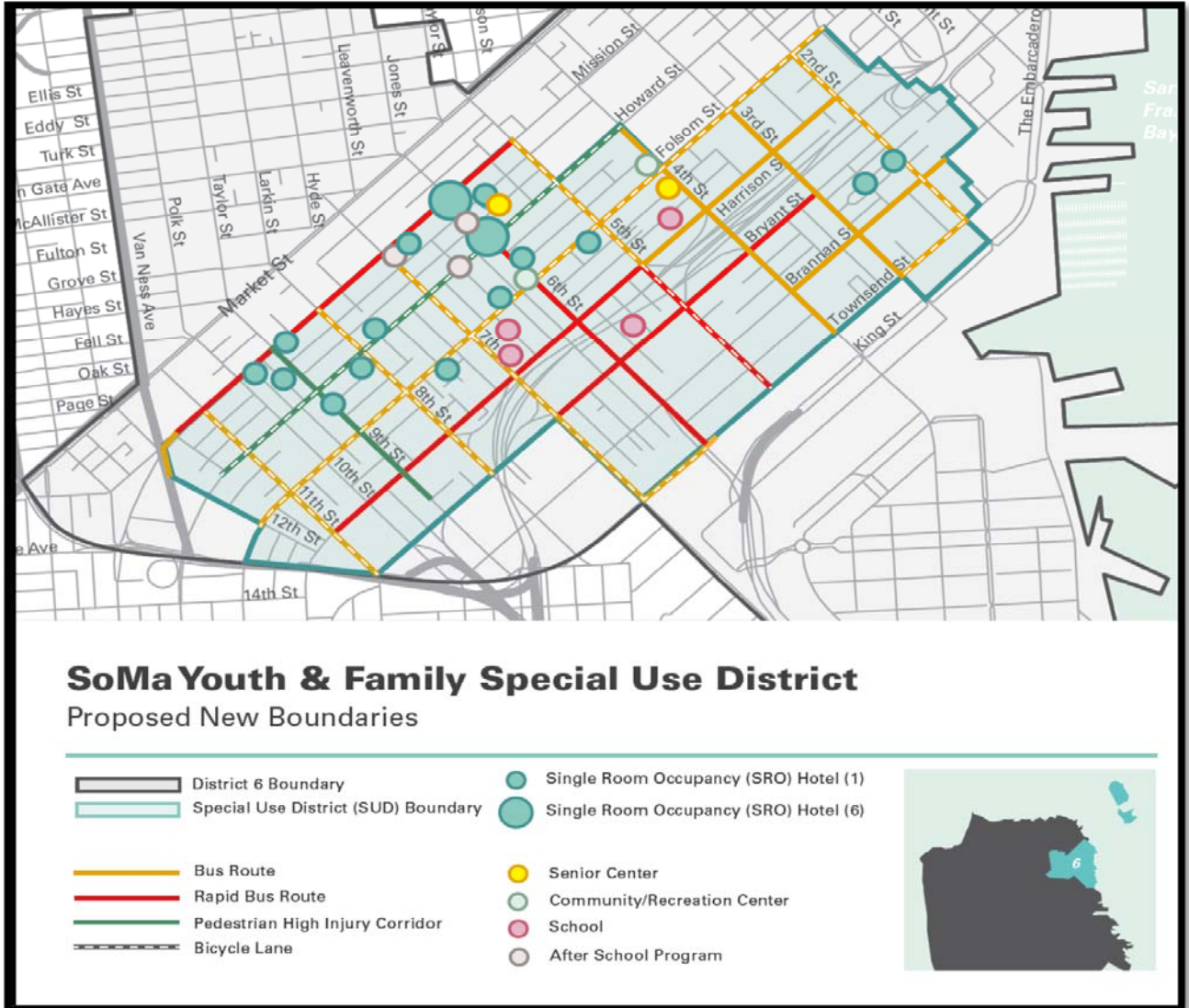
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS



Folsom and Howard Project Corridors

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



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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 48,000
Current Prop AA Request: NA

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Paul Stanis

Joel C. Goldberg

Title: Project Manager

Capital Procurement
and Management

Phone: (415) 701-5396

(415) 701-4499

Fax: _____

Email: Paul.Stanis@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 S. Van Ness Avenue, 7th Floor,
San Francisco, CA 94103

1 S. Van Ness Avenue, 8th Floor,
San Francisco, CA 94103

Signature: _____

Date: _____



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): **Current Prop K Request:** \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority (SFCTA) propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

Part 1: Community-Based Planning for Folsom/Howard Streets	\$48,000 (SFMTA)
Part 2: Vision Zero Ramp Intersection Study	\$52,000 (SFCTA) (subject request)
Total:	\$100,000

Project Background
The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families. See the following pages for details.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

Part 2: Vision Zero Ramp Intersection Study - \$52,000 (SFCTA) (Subject Request)

The Transportation Authority proposes to use \$52,000 in NTIP planning funds to develop recommendations for improving safety at between three and five ramp intersections within the SOMA Youth and Family Zone to improve safety for the all travelers within the zone, especially the most vulnerable populations, and to support progress towards the Vision Zero goal.

Project Need

The South of Market Area designated as a Youth and Family Zone includes approximately fifteen locations where freeway on or off ramps intersect city streets. These ramp intersections tend to have particularly high frequencies of traffic injuries and fatalities. The intersection of 4th and Harrison, for example, had seventy total traffic injuries (including four severe or fatal injuries) between 2008-2012, or about 14 injuries per year. In 2014, one ramp intersection alone (5th and Harrison Street), saw four traffic fatalities. These ramps are also located close to several public schools, single room occupancy hotels, and senior centers, which attract populations at high risk of injury from traffic collisions. Addressing road safety at these locations requires a special approach because the intersections fall within Caltrans' right of way, and making changes requires following Caltrans' approval process. Another unique challenge is the need to consider tradeoffs with congestion, as many of these locations are in high demand from motorists.

Scope of SFCTA Request

Likely study locations would include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10th and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, are within the Youth and Family Zone, are proximate to the sensitive uses (senior centers, schools), and appear to be good candidates for additional planning and project development work.

SCOPE TASKS (Vision Zero Ramp Intersection Study)

Task 1: Confirm Study Locations [May 2016]

We anticipate focusing the effort on three to five ramp intersections within the youth and family zone. We will confirm the study intersections by assessing the safety record of candidate intersections, ongoing or planned work that could result in safety improvement, and would identify gaps. We will be working to confirm these locations with SFMTA management, and may need to substitute different intersections pending additional input. Once the locations have been confirmed, we will need to share the proposal with key stakeholder groups for input, including local community-based organizations in the south of market. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Deliverables:

Memorandum 1: Proposed goals, objectives, and study locations

Memorandum 2: Summary of community stakeholder feedback

Task 2: Confirm Safety Toolbox [April 2016 – July 2016]

After confirming the study locations, we will work to confirm a potential toolbox of safety measures with Caltrans. This will ensure clear expectations regarding the level of Caltrans

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

review required for different types of treatments early on in the study process. Rough order of magnitude construction capital and support cost estimates will also be developed at this stage.

Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.

Task 3: Existing Conditions Review [June 2016 – Sept 2016]

We will review existing conditions at the study intersections including collecting and analyzing collision reports; assessing relevant needs and constraints for transit users, bicyclists, and pedestrians, performing field reviews, and identifying ongoing or planned transportation improvements. This will also include preparing intersection operational analysis to understand existing traffic patterns and congestion levels.

Memorandum 4: Existing conditions summary

Task 4: Develop Recommendations [Sept 2016 – June 2017]

We will develop recommendations to improve safety and meet other objectives at the study intersections, focusing primarily on recommendations that can be implemented in the near term (e.g. within three years). SFMTA will be primarily responsible for developing recommendations for short-term treatments. If appropriate and sufficient budget remains, SFCTA will develop high level/qualitative concepts for mid- or longer-term treatment needs (e.g. identifying where ramp reconfiguration is needed in the long term). The study team will meet with community stakeholder groups to share concepts and obtain feedback prior to finalizing treatments. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10 percent design). Preliminary cost estimates and implementation schedule will also be established for recommended treatments.

Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations.

The final report will consist of the revised proposed treatment recommendations and cost estimates, with previous study memoranda attached as appendices.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : TBD

Status: N/A

PROJECT DELIVERY MILESTONES

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

- Planning/Conceptual Engineering
- Environmental Studies (PA&ED)
- R/W Activities/Acquisition
- Design Engineering (PS&E)
- Prepare Bid Documents
- Advertise Construction
- Start Construction (e.g., Award Contract)
- Procurement (e.g. rolling stock)
- Project Completion (i.e., Open for Use)
- Project Closeout (i.e., final expenses incurred)

Start Date	
Quarter	Fiscal Year
4	FY 2015/16

End Date	
Quarter	Fiscal Year
1	FY 2017/18

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$ 73,340	\$ 52,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$ 73,340	\$ 52,000	\$ 0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 73,340	SFCTA Estimate
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 73,340	

% Complete of Design: as of
Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET

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

Budget by Task		SFCTA Staff			SEMTA	Consultant	
		Deputy Director	Senior Transportation Planner	Intern	5207 Associate Engineer	Senior Engineer	Engineer
Fully Burdened Rate:		\$263.15	\$145.49	\$72.55	\$ 160.88	\$ 200.00	\$ 135.00
Task 1 Project Administration							
0.1	Draft project information form and project charter	2	12		4		
0.2	Procure consultant support	4	16				
Task 2 Goals, Objectives and Study Location							
1.1	Confirm study goals, objectives, and proposed study locations	2	16		2		
1.2	Circulate for review	2	2		2		
1.3	Community presentation	2	12		4		
Task 3 Confirm Safety Toolbox							
2.1	Develop toolbox of safety measures for Caltrans	2	8			4	
Task 4 Existing Conditions Review							
3.1	Collect data on study intersections and corridors	4	20	60	8	4	8
3.2	Prepare existing conditions summaries	4	8		8	16	40
Task 5 Develop Recommendations							
4.1	Develop short term treatment recommendations	4	16		36	4	8
4.2	Community presentation	2	8		4	2	
4.3	Analyze and refine treatments, obtain Caltrans feedback	4	8		8	8	32
4.4	Prepare summary memorandum	4	24		8	2	
Hours - Total		32	150	60	80	40	88
Staff Costs		\$8,421	\$21,824	\$4,353	\$12,871	\$8,000	\$11,880
Direct Costs		\$0	\$0	\$0	\$0	\$0	\$2,500
Total Costs by Agency			\$34,597		\$12,871		\$22,380
Contingency (5%)			\$1,730		\$644		\$1,119
Total Costs			\$36,327		\$13,514		\$23,499
Grand Total							\$73,340

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

SFCTA Labor Detail

Vision Zero Ramp Intersection Study (SFCTA)

FTE = Full Time Equivalent
 MFB = Mandatory Fringe Benefits

	Base Rate	Overhead (2.79)	Fully Burdened Rate
SFCTA Staff Rates			
Deputy Director	\$94.32	\$168.83	\$263.15
Senior Transportation Planner	\$52.15	\$93.34	\$145.49
Intern	\$26.00	\$46.55	\$72.55

I.

SFMTA Staff Rates

Position (Title and Classification)	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary + MFB) x Approved Rate	Fully Burdened Salary + MFB + Overhead
5203 Assistant Engineer	\$ 103,246	\$ 58,644	\$ 161,890	\$ 129,998	\$ 291,888
5289 Transportation Planner III	\$ 108,942	\$ 60,633	\$ 169,575	\$ 136,169	\$ 305,744
5207 Associate Engineer	\$ 120,085	\$ 65,513	\$ 185,599	\$ 149,036	\$ 334,635

II.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$52,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$52,000		\$52,000
Congestion Management Agency planning funds			\$21,340	\$21,340
				\$0
				\$0
				\$0
				\$0
Total:	\$52,000	\$21,340	\$21,340	\$73,340

Actual Prop K Leveraging - This Phase: 29.10%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$73,340

Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
<div style="border: 1px solid green; padding: 5px;"> Project will recommend potential improvements, cost TBD. Potential funding sources include Prop K, Prop AA, Highway Safety Improvement Program funds, Office of Traffic Safety, Active Transportation Program, new revenue measures, etc. </div>				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project: #DIV/0!

Expected Prop K Leveraging per Expenditure Plan: 40.48% Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project: NA

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$52,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$7,000	13.00%	\$45,000
FY 2016/17	\$40,000	77.00%	\$5,000
FY 2017/18	\$5,000	10.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$52,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount	Phase:
	Prop K Appropriati	\$52,000
Total:	\$52,000	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$7,000	13.00%	\$45,000
Prop K EP 44	FY 2016/17	\$40,000	77.00%	\$5,000
Prop K EP 44	FY 2017/18	\$5,000	10.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$52,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$7,000	13%	\$45,000
Prop K EP 44	FY 2016/17	Planning/Conceptual Engineering	\$40,000	90%	\$5,000
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	\$5,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$52,000		

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

Action	Amount	Fiscal Year	Phase
Future Commitment to:			

Trigger:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

Deliverables

1. Quarterly progress reports shall contain a percent complete by task.
2. On completion of Task 1 (anticipated May 2016), provide a draft copy of Memorandum 1: Proposed goals, objectives and study locations.
3. On completion of Task 2 (anticipated July 2016), provide a draft copy of Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.
4. On completion of Task 3 (anticipated September 2016), provide a draft copy of Memorandum 4: Existing conditions summary.
5. On completion of Task 4 (anticipated June 2017), provide draft copies of Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10% design), with preliminary cost estimates and implementation schedule) and Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations).
6. Prior to Board adoption, (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.

Special Conditions

1.
2.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	82.41%
Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



SoMa Youth & Family Special Use District
 Proposed New Boundaries

- District 6 Boundary
- Special Use District (SUD) Boundary
- Bus Route
- Rapid Bus Route
- Pedestrian High Injury Corridor
- Bicycle Lane
- Single Room Occupancy (SRO) Hotel (1)
- Single Room Occupancy (SRO) Hotel (6)
- Senior Center
- Community/Recreation Center
- School
- After School Program



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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 52,000
Current Prop AA Request: \$ -

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

Project Manager

Grants Section Contact

Name (typed): Ryan Greene-Roesel

Anna LaForte

Title: Senior Transportation Planner

Programming

Phone: 415-522-4808

415-522-4805

Fax: _____

Email: ryan@sfcta.org

Anna.LaForte@sfcta.org

Address: 1455 Market Street, 22nd Floor,
San Francisco

1455 Market Street, 22nd Floor,
San Francisco

Signature: _____

Date: _____



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

FY of Allocation Action: 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): #N/A Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category: Pedestrian Safety

Current Prop AA Request: \$ 491,757

Supervisorial District(s): citywide

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See following page for Scope.

San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$491,757 in Proposition AA funding for the Bulb-outs at WalkFirst Locations project. Proposition AA will fund the design phase to evaluate and design the most cost-effective bulb-outs which will be upgraded from painted-safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city.

Scope

Over 36 intersections have 69 concrete bulb-outs planned and legislated, which are currently constructed as painted-safety zones. Planning phase work has been complete. Now SFMTA is seeking funding for detailed design of up to 25 painted-safety zones for upgrade to permanent bulb-outs. Painted-safety zones with the highest-priority collision patterns that warrant permanent bulb-outs will be considered for upgrade.

To identify specific locations to be addressed through this request, SFMTA staff will first filter out any painted safety zones that might have a bulb-out delivery plan through other projects. Next, staff will look at factors like the WalkFirst Intersection ranking (which incorporates number of collisions), collision patterns, and possibly feasibility with respect to drainage and high pressure valves.

These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the six percent of San Francisco's streets that account for 60 percent of pedestrian collisions. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal.

This project is ready to begin the detailed design phase immediately upon receiving funding from SFCTA. The construction phase will start shortly thereafter and will leverage time-sensitive 2014 Transportation Bond funding.

**San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations**

Prioritization

This project has completed planning and legislation through the San Francisco Planning's WalkFirst process, adopted March 5, 2014, and through the Painted-Safety Zone legislation. WalkFirst has provided San Francisco with a roadmap of urgently needed pedestrian safety projects and programs over the next five years and the toolbox of measures that can be leveraged to reduce serious pedestrian injuries and fatalities, all of which are directly addressed by this project. This project is also consistent with the Metropolitan Transportation Commission's (MTC) Plan Bay Area, adopted in July 2013. It works directly towards Targets 4 and 9:

- Target 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian)
- Target 9: Increase non-auto mode share by 10 percentage points (to 26 percent of trips) and decrease automobile vehicle miles traveled (VMT) per capita by 10 percent

In addition, the proposed pedestrian safety improvements will help to achieve SFMTA Strategic Plan Goal 1: Create a safer transportation experience for everyone, by working towards SFMTA Objective 1.3: Improve the safety of the transportation system.

Moreover, the project has also been prioritized in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff, from all levels of the organization that meets to review and update the Capital Program.

**San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations**

Potential Locations

Location#	Intersection	District
1	Franklin and Pine	2
2	Bush and Polk	3
3	Jackson/Stockton	3
4	Columbus and Grant	3
5	Columbus and Kearny	3
6	Hyde and Sutter	3
7	McAllister and Webster	5
8	9th and Howard	6
9	Geary and Polk	6
10	Jones and O'Farrell	6
11	Geary and Leavenworth	6
12	Leavenworth and Turk	6
13	Taylor and Turk	6
14	Eddy and Leavenworth	6
15	Geary and Larkin	6
16	19th Ave and Taraval	7
17	Laguna and Market and Guerrero	8
18	16th and Market and Noe	8
19	14th and Church and Market	8
20	17th St and South Van Ness	9
21	19th and South Van Ness	9
22	20th and South Van Ness	9
23	22nd St and South Van Ness	9
24	18th St and Mission	9
25	Mission and Virginia	9

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	FY 2015/16	2	FY 2016/17
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	4	FY 2017/18		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	FY 2019/20
Project Closeout (i.e., final expenses incurred)			1	FY 2020/21

SCHEDULE COORDINATION/NOTES

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

Planning/Conceptual Engineering - Completed June 2015
Environmental Studies (PA&ED) - Completed June 2015

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$491,757		\$491,757
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$491,757	\$0	\$491,757

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 491,757	Staff Estimate
R/W Activities/Acquisition		
Construction	\$ 5,000,000	Staff Estimate
Procurement (e.g. rolling stock)		
Total:	\$ 5,491,757	

% Complete of Design: as of

Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET

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

Budget Summary by Task

Overhead Rate: 0.901

Task	Salary Per FTE FY17	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Total
Planning & Design								
Labor								
5241 Engineer	\$142,118	\$73,143	\$215,261	\$193,950	\$409,211	0.087	180	\$35,412
5288 Transportation Planner II	\$93,848	\$53,470	\$147,318	\$132,733	\$280,051	0.069	144	\$19,400
Planning & Design Subtotal						0.156	324	\$54,813

Task	Unit Cost	# of Units	Unit Type	Total
Other budget items				
DPW Detailed Design	\$ 20,000	7	LS	\$ 140,000
DPW JOC Contracting	\$ 20,000	7	LS	\$ 140,000
CP&C JOC	\$ 20,000	7	LS	\$ 140,000
Other Budget Subtotal				\$ 420,000
Design Subtotal				\$54,813
Contingency (15%)				\$ 16,444
City Attorney Review (2 Hours \$250/Hour)				\$ 500
TOTAL				\$ 491,757

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$0

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$491,757

5-Year Prioritization Program Amount: \$491,757 (enter if appropriate)

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop AA	\$491,757			\$491,757
				\$0
				\$0
				\$0
				\$0
Total:	\$491,757	\$0	\$0	\$491,757

Actual Prop K Leveraging - This Phase: #N/A

\$491,757

Expected Prop K Leveraging per Expenditure Plan: #N/A

Total from Cost worksheet

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

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

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop AA	\$491,757			\$491,757
SFMTA Revenue Bonds	\$5,000,000			\$5,000,000
				\$0
				\$0
Total:	\$5,491,757	\$0	\$5,491,757	\$ 5,491,757

Actual Prop K Leveraging - Entire Project:	#N/A	\$ 5,491,757
Expected Prop K Leveraging per Expenditure Plan:	#N/A	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	91.05%	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$0

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$0
		#DIV/0!	\$0
		#DIV/0!	\$0
Total:	\$0		

Prop AA Funds Requested: \$491,757

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$91,757	19.00%	\$400,000
FY 2016/17	\$400,000	81.00%	\$0
		0.00%	\$0
Total:	\$491,757		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop AA Allocation	\$491,757	Design Engineering (PS&E)
Total:	\$491,757		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop AA - Ped	FY 2015/16	\$91,757	19.00%	\$400,000
Prop AA - Ped	FY 2016/17	\$400,000	81.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$491,757	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2015/16	Design Engineering (PS&E)	\$91,757	19%	\$400,000
Prop AA - Ped	FY 2016/17	Design Engineering (PS&E)	\$400,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$491,757		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

Deliverables:

-
-
-

Special Conditions:

-
-
-

Notes:

-
-

Supervisory District(s):

Prop K proportion of expenditures - this phase:	#N/A
Prop AA proportion of expenditures - this phase:	100%

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



Figure 1. Conceptual drawing of Painted Safety Zones (PSZ) before conversion to permanent concrete bulb-outs.



Figure 2. Conceptual drawing of Painted Safety Zones (PSZ) after conversion to permanent concrete bulb-outs.

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



Figure 3. Example of a Painted Safety Zone (PSZ) at Howard Street in San Francisco.

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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ -

Current Prop AA Request:

\$ 491,757

Project Name:

Bulb-outs at WalkFirst Locations

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Adrian Leung

Joel C. Goldberg

Title: Transportation Planner

Manager, Capital Procurement
and Management

Phone: (415) 749-2538

(415) 701-4499

Fax: _____

Email: Adrian.Leung@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness Ave., 7th Fl.
San Francisco, CA 94103

1 South Van Ness Ave., 8th Fl.
San Francisco, CA 94103

Signature: _____

Date: _____

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

FY of Allocation Action: 2015/16
Project Name: Chinatown Broadway Phase IV
Implementing Agency: Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): #N/A Current Prop K Request:
Prop K Other EP Line Numbers:

Prop AA Category: Pedestrian Safety
Current Prop AA Request: \$ 1,029,839
Supervisorial District(s): 3

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See attached.

Project Benefits and Scope

Broadway is a major four-lane arterial road that provides an important east-west connection for buses, bicyclists, pedestrians, and cars. Primary land uses along the corridor include neighborhood-serving retail, large-scale housing developments, including Ping Yuen public housing complex and Bayside Elderly Housing, and educational facilities including Jean Parker Elementary School and Wu Yee Child Infant Care Center.

The goal of the Street Design is to build on the community's vision to improve conditions along Broadway from Columbus Avenue to the Robert C. Levy Tunnel. This work will complement the streetscape improvements already installed by San Francisco Public Works that run to the east along Broadway from the Columbus Avenue intersection.

Numerous residents, merchants and community members have participated in the Planning Department's planning process to envision a new design for Broadway. Given the heavy foot traffic and proximity of schools and senior centers along a major arterial road, pedestrian safety was the top community concern. The final conceptual design is the result of collaboration among city agencies and the community. This design includes:

Roadway Configuration: Two lanes of travel in each direction, with curb-side parking/ loading lanes on both sides of the street.

Roadway Paving and Sidewalks: New roadway paving and new concrete sidewalks.

Pedestrian Crossings: Bulb-outs at all intersections with new curb ramps. Raised crosswalks at Cordelia Street. Special paving at the intersections to improve visibility of the intersection.

Bus Stop Improvements: Two new bus bulbs at existing Muni stops. Improvements to bus stops including shelters, seating and signage.

Trees & Landscaping: Sixty-two new street trees along the existing sidewalk. Trees and plantings along the new medians from the Charles C. Levy Tunnel to Powell Street.

Bike Facilities: Bike sharrows along the corridor to improve visibility of cyclists.

Sidewalk Seating: Seating designed by a local artist along the corridor.

Street Lighting: Forty-two new street lights along the corridor.

A focus on Jean Parker Elementary

The San Francisco Municipal Transportation Agency has received a state Safe Routes to Schools grant to improve pedestrian conditions around Jean Parker Elementary School. This grant includes both infrastructure and non-infrastructure work. The non-infrastructure work entails education, encouragement, and enforcement activities.

The existing grant covers the installation of three curb bulb-outs and eight curb ramps at the Broadway and Powell intersection, all of which are part of the Broadway Chinatown Streetscape Improvements. The bulb-outs will reduce the crossing distance for school children and the elderly using the intersection to go to school, nearby park or grocery shopping on Stockton Street.

Because of size limits on the state grant, additional enhancements, including more bulb-outs and special crosswalks, are needed to complete the vision for a safe Jean Parker Elementary. Design and construction of the remaining improvements are part of a One Bay Area Grant (OBAG) and other

local funding.

Agency Priority

This project has been a top priority for Prop AA, Prop K, and OBAG funding, as demonstrated by previous allocations, because it is the key complement to Public Works' three prior streetscape projects on Broadway. The San Francisco Planning Department completed the planning process for the project. This project was prioritized for additional Prop AA funding because of the unexpected increase in the construction cost (see Request for Additional Funds section below for more detail). The additional Prop AA allocation will enable this project to move along swiftly and deliver the community's vision in a timely fashion.

Public Input into the Prioritization Process

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project were on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway in July 2012.

Adopted Plans

This project is consistent with the Chinatown Area Plan, Objective 7 and Policy 7.1. Broadway is identified as a pedestrian safety corridor in the Chinatown Community Development Center's Pedestrian Safety Needs Assessment.

Request for Additional Funds

\$1,029,839 in additional Prop AA funds are being requested in anticipation of a funding shortfall when the project is re-advertised for bid. The project was initially advertised for bid on September 16, 2015. Only one bid was received in the amount of \$5,917,100, which was \$1,378,593 (30%) above the engineer's estimate and available funding of \$4,538,507. Due to lack of funds and interest in attracting additional bidders, Public Works did not accept this bid.

Public Works has reworked the bid package by reducing the Water Department's requested scope of work by \$111,225 and identifying alternate bid items, including sidewalk waterproofing, bronze alleyway name plaques, street tree irrigation, and 24 months of plant establishment. Public Works hopes to award the full contract, including all alternates, with the additional Prop AA funding. Public Works also hopes to receive more competitive bids, but know this may not occur due to the current bidding climate.

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2010/11	4	2012/13
Environmental Studies (PA&ED)	2	2012/13	2	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2013/14	2	2014/15
Prepare Bid Documents	3	2014/15	2	2015/16
Advertise Construction	3	2015/16	3	2015/16
Start Construction (e.g., Award Contract)	4	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			4	2016/17
Project Closeout (i.e., final expenses incurred)			4	2019/20

SCHEDULE COORDINATION/NOTES

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

Start Construction (e.g. Award Contract) - June 2016
Open for Use - April 2017

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

Implementing Agency: Department of Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 7,275,558		\$ 1,029,839
Procurement (e.g. rolling stock)				
		\$7,275,558	\$0	\$1,029,839

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)	\$ 13,182	Actual
Design Engineering (PS&E)	\$ 910,851	Actual
R/W Activities/Acquisition		
Construction	\$ 7,275,558	Engineer's 100% Cost Estimate
Procurement (e.g. rolling stock)		
Total:	\$ 8,199,591	

% Complete of Design: 100 as of 12/1/2015

Expected Useful Life: 20-30 Years

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

MAJOR LINE ITEM BUDGET

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

Environmental	\$13,182			
Design	\$910,851			
Construction Total [1]+[2]	\$7,275,558			
[1] Construction Hard Costs	\$6,471,867			
Item	Unit	Quantity	Unit Price	Cost
Full Depth Planing 2" Depth	SF	77,610	\$1	\$77,610
Asphaltic Concrete	TON	1,568	\$170	\$266,560
10" Thick Concrete Base	SF	97,320	\$14	\$1,362,480
Combined 6" Curb and Gutter at Bulbs	LF	2,200	\$70	\$154,000
Combined 6" Curb and Gutter	LF	1,500	\$70	\$105,000
Combined 6" Curb and Gutter at Median	LF	1,200	\$50	\$60,000
8" Wide Concrete Band at Parking Strip	LF	1,475	\$15	\$22,125
8" Thick Concrete Parking Strip	SF	9,101	\$16	\$145,616
8" Thick Concrete Raised Crosswalk	SF	595	\$13	\$7,735
Special Paving at Crosswalks	SF	9,322	\$25	\$233,050
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	24	\$3,000	\$72,000
Detectable Surface Tiles	SF	195	\$65	\$12,675
Sidewalk Paving w/ Special Finish	SF	44,000	\$15	\$660,000
Install Street Trees, 36" Box	EA	70	\$1,800	\$126,000
Irrigation	LS	1	\$220,000	\$220,000
Site Furnishings: Trash Receptacles	EA	12	\$2,500	\$30,000
Site Furnishings: Benches	EA	32	\$2,500	\$80,000
Site Furnishings: Tree Grates	EA	19	\$2,700	\$51,300
DG at Treewells	SF	840	\$7	\$5,880
3 Year Maintenance	EA	86	\$550	\$47,300
Install Median Trees, 36" Box	EA	16	\$1,800	\$28,800
Planting (5 gallon plants at 3'-0" o.c.)	EA	200	\$60	\$12,000
Weed Barrier Fabric (Median)	SF	1,450	\$1.50	\$2,175
Amended Backfill (Median) 18" Depth	CY	80.56	\$100	\$8,056
Gravel Mulch (Median)	CY	14.5	\$200	\$2,900
Unit Paver Maintenance Strip (Median)	SF	1,345	\$25	\$33,625
Tunnel Entrance/Exit Bollards @ 6' o.c.	EA	20	\$1,500	\$30,000
New Pedestrian Street Lighting	EA	54	\$15,000	\$810,000
Relocate Fire Alarm	EA	2	\$3,000	\$6,000
Relocate Traffic Signal Box	EA	3	\$15,000	\$45,000
Concrete Catch Basin w/ Frame Grating and MH	EA	12	\$15,000	\$180,000
Relocate Sewer Vents	EA	9	\$2,000	\$18,000
Relocate Low Pressure Fire Hydrant	EA	2	\$20,000	\$40,000
Adjust SFWD Valves	EA	3	\$1,500	\$4,500
Roadway Striping	LS	1	\$95,000	\$95,000
Sub-total				\$5,055,387
Arts Commission	LS	1	\$135,990	\$135,990
OCS De-energization	LS	1	\$289,279	\$289,279
Mobilization @ 5%	LS	1	\$252,769	\$252,769
Traffic Control @ 5%	LS	1	\$252,769	\$252,769
Sub-total				\$5,986,195
Contingency (8%)				\$485,672
[2] Construction Management and Support (12.4% of Hard Costs)				\$803,691
SF Public Works				\$799,611
SFMTA				\$4,080
GRAND TOTAL				\$8,199,591

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$1,029,839
 5-Year Prioritization Program Amount: \$0 (enter if appropriate)

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

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

Fund Source	Planned	Programmed	Allocated	Total
OBAG			\$3,273,810	\$3,273,810
MTA Revenue Bonds			\$1,910,000	\$1,910,000
Prop AA	\$1,029,839			\$1,029,839
Prop K			\$737,986	\$737,986
State Safe Routes to Schools			\$323,923	\$323,923
Total:	\$1,029,839	\$0	\$6,245,719	\$7,275,558

Actual Prop K Leveraging - This Phase: 55.00% \$7,275,558
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
OBAG	\$3,206,545	11.47%	\$375,506.00

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
OBAG			\$3,477,801	\$3,477,801
MTA Revenue Bonds			\$1,910,000	\$1,910,000
Prop AA		\$1,029,839	\$650,000	\$1,679,839
Prop K			\$744,951	\$744,951
State Safe Routes to Schools			\$387,000	\$387,000
Total:		\$1,029,839	\$7,169,752	\$8,199,591

Actual Prop K Leveraging - Entire Project: 90.91% \$ 8,199,591
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet
 Actual Prop AA Leveraging - Entire Project: 79.51%

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop AA Funds Requested: \$1,029,839

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	\$1,029,839	100.00%	\$0
Total:	\$1,029,839		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop AA Allocation	\$1,029,839	Construction
Total:	\$1,029,839	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop AA - Ped	FY 2015/16	\$0	0.00%	\$1,029,839
Prop AA - Ped	FY 2016/17	\$1,029,839	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$1,029,839	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2015/16	Construction	\$0	0%	\$1,029,839
Prop AA - Ped	FY 2016/17	Construction	\$1,029,839	100%	\$0
Total:			\$1,029,839		

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

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

Deliverables:

- With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
- Upon project completion (anticipated April 2017), provide 2-3 digital photos of after conditions.

Special Conditions:

- On March 22, 2016, at Commissioner Peskin's request, the Board unanimously approved a motion amending the staff recommendation for the 2016 Prop AA Call for Projects to add a condition to this project requiring that SFPW meet with his office and the Chinatown Community Development Center to address some minor concerns about the scope prior to the contract being awarded. The SFPW and SFMTA are working with Commissioner Peskin and key stakeholders but have not yet reached resolution. Thus we are forwarding this request with a tentative recommendation in case resolution is reached by the April 26 Board meeting. We will provide an update at the Board meeting.

Notes:

-

Supervisorial District(s):	<input type="text" value="3"/>	Prop K proportion of expenditures - this phase:	45.00%
		Prop AA proportion of expenditures - this phase:	NA

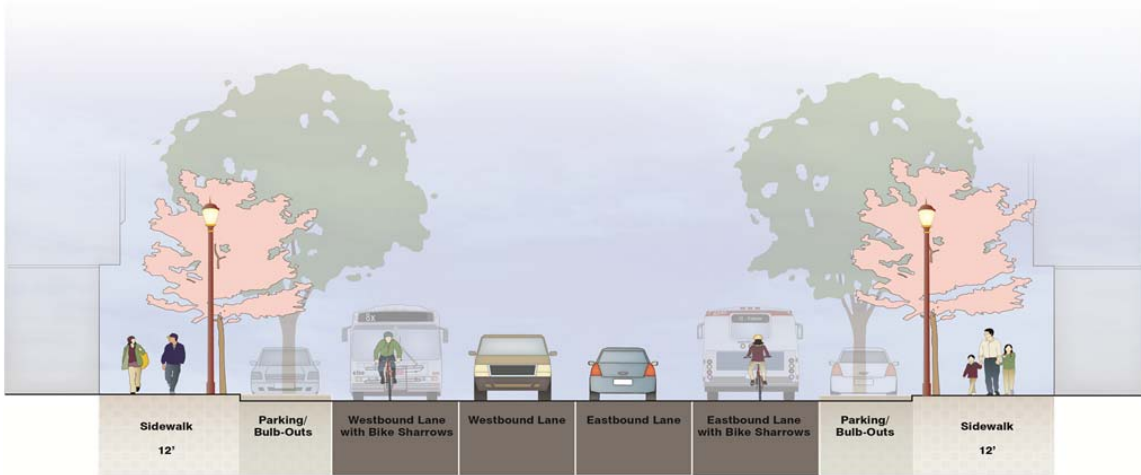
Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: Project # from SGA:

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

MAPS AND DRAWINGS

Broadway Chinatown Typical Roadway Cross Section



Proposed Improvements at Powell Street and Broadway



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

Proposed Improvements at Stockton Street and Broadway



Proposed Improvements on Broadway at Grant Avenue looking west



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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ -
Current Prop AA Request: \$ 1,029,839

Project Name: Chinatown Broadway Phase IV

Implementing Agency: Department of Public Works

Project Manager

Grants Section Contact

Name (typed): David Froehlich

Rachel Alonso

Title: Project Manager

Transportation Finance Analyst

Phone: 415-558-4041

415-558-4034

Fax: _____

Email: David.Froehlich@sfdpw.org

Rachel.Alonso@sfdpw.org

Address: 30 Van Ness Ave, 5th Floor
San Francisco, CA 94102

30 Van Ness Ave, 5th Floor
San Francisco, CA 94102

Date: _____



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

FY of Allocation Action: 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): #N/A Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category: Pedestrian Safety

Current Prop AA Request: \$ 163,358

Supervisorial District(s): 9, 10, 11

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See attached.

Project Background

Mansell Street is a divided highway running through the middle of McLaren Park, which is the largest park in southeastern San Francisco. The park serves as both a regional and neighborhood recreation facility for this area of San Francisco. Mansell Street serves as a major connecting route linking two San Francisco Priority Development Areas (PDAs), the Bayview /Hunters Point Shipyard/Candlestick Point and the Mission – San Jose Corridor. The park also serves the Community Air Risk Evaluation (CARE) Community of Eastern San Francisco and the Outer Mission/Crocker Amazon/Oceanview Community of Concern. The park serves many adjacent low income communities, including areas of Visitacion Valley and neighborhoods along Sunnydale Avenue. The Planned Affordable Housing Development, as described in the Visitacion Valley/Schlage Lock Plan, will increase the number of residents served by Mansell Street and McLaren Park.

Mansell Street was constructed in the 1950's as part of a never-completed cross-town freeway. By design, Mansell Street primarily serves motorized vehicles. Speeding is encouraged due to the wide traffic lanes and three different posted speed limits. Although there are several trail systems and a large recreational facility adjacent to Mansell Street, there are no pedestrian, bicycle, or bus stop facilities included within the existing configuration. Pedestrians have to walk on the street or climb over a guard rail and walk along an overgrown informal path to access different park facilities or to commute between neighborhoods. Bicyclists share the road with vehicles travelling 45 MPH, and public transit users have to wait on the street for a bus. These non-ideal conditions encourage residents to drive into the park, between park facilities and adjacent neighborhoods rather than walk. Existing facilities do not support multimodal travel or foster community vitality.

Many of these concerns were brought to the attention of the San Francisco Recreation and Park Department (SFRPD) during its 2010 McLaren Park Needs Assessment workshops. In 2010, SFRPD completed three community workshops to gather information on the greater needs in McLaren Park. More than 300 residents attended those workshops and overwhelmingly voiced their concern for pedestrian and bicycle safety in the park.

During this public process, the community expressed a need for traffic calming and pedestrian safety measures along all park roads, and Mansell Street was identified as the most problematic street. The community later described the specific need for sidewalks or paths adjacent to the road, bicycle facilities, bulb-outs and crosswalks, and other traffic calming measures. The community also

mentioned the desire to reduce the number of lanes on Mansell from four to two with a reduction of the speed limits. Currently, the highest speed limit is 45 mph.

Project Scope and Benefits

Additional community outreach was conducted in February and March of 2013, and resulted in development of the following scope. Pedestrian safety and bicycle access issues were addressed 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 Visitacion Avenue and Brazil Avenue, and creating a multi-use path on the north side of the median. The multi-use path includes a Class I bike path with separate pedestrian and jogging paths. Safety improvements include a raised crosswalk at John F. Shelley Drive West, flashing beacons at all unimproved intersections, concrete bus stop pads at existing bus stops, and a corner bulb-out at the intersection of Mansell Street and Sunnydale Avenue. The entire roadway will be resurfaced and restriped with Class II and Class III bike paths painted between Brazil Avenue and Dublin Street, and a Class I bike path will be painted onto the closed section of Brazil Avenue from Mansell Street, north to where Brazil Avenue is open to traffic. Street-level lighting, trees and landscaping, bioswales, and site furnishings are also included to make this a complete streets project.

In addition to park users, these improvements will benefit residents of the adjacent communities and the region at large. Commuters who currently use Mansell Street to get to work or school will have more safe and efficient mode choices.

The project will improve the quality of life for residents within the two PDAs, the Eastern San Francisco CARE, and Southern San Francisco Community of Concern by providing multi-modal options that are safe and convenient. The Mansell Streetscape Improvement Project will provide improved connections between adjacent neighborhoods, park trail systems, recreational facilities and the three public schools located immediately adjacent to the Park. The addition of sidewalks and bicycle facilities will revitalize this portion of the park, which historically has become under-utilized due to access and isolation issues. Additional planned trail improvements adjacent to Mansell (that will be funded by the Land and Water Conservation Fund and in-kind volunteer labor) are expected to increase pedestrian volumes in the park once the pedestrian path and crosswalks are in place.

The Rec and Park Department strongly believes in induced demand: “if you build it, they will come.” Similar capital improvement projects and bicycle facility projects in the other San Francisco

parks have shown that renovation to park facilities results in higher usage and can instill a sense of pride and stewardship in the community.

The proposed facilities on Mansell Street will provide opportunities for increased physical activity by encouraging residents and park users to walk, stroll, skate, or bike. These activities have proven health benefits. Moreover, greater use of lower carbon-emission transportation modes will have a positive impact on the environment.

Prioritization and Previous Allocations

The Mansell Streetscape Improvement Project has been included as a line item under the Prop AA Strategic Plan under Street Repair and Reconstruction for \$2,325,624 and in the Prop K 5 Year Prioritization Plan under Expenditure Plan category for Transportation Land Use Coordination for \$888,903, as well as \$260,983 from the Bicycle and Pedestrian Circulation/Safety Categories for pre-design phases. This previous allocation required a partial deobligation of the prior design Prop K allocation in the amount of \$14,691 to be used to fund construction, for a total Prop K allocation of \$572,754. The total Prop K amount programmed to the project will not change.

The reduction of \$14,691 in the design budget occurred during the negotiation of the interdepartmental memorandum of understanding among SFMTA, DPW, and SFRPD to account for the fact that SFRPD could not charge for overhead costs for the phases of the project that were federally funded because it does not have a Caltrans Master Agreement. A similar reduction related to SFRPD costs was also applied to the construction phase.

Request for Additional Funds

Bids were received for the Mansell Streetscape Improvement Project on August 19, 2015, with a low bid of \$4,366,678.80. This bid is \$120,000 above the available funding for the base bid amount of the project. Without additional funding, eight (8) proposed street lights will be deleted from the project. We are requesting an additional \$163,358 to cover the \$120,000 for the street lights, along with \$22,050 for an alternate bid item of repairing existing damaged guardrails, and \$21,308 for construction management and inspection services for these items.

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

FY 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2009/10	4	2012/13
Environmental Studies (PA&ED)	4	2012/13	3	2014/15
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2013/14	4	2014/15
Prepare Bid Documents	4	2014/15	4	2014/15
Advertise Construction	4	2014/15	1	2015/16
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			1	2016/17
Project Closeout (i.e., final expenses incurred)			1	2019/20

SCHEDULE COORDINATION/NOTES

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

Start Construction (e.g. Award Contract) - November 2015
Open for Use - August 2016

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

FY 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 5,826,409		\$ 163,358
Procurement (e.g. rolling stock)				
		\$5,826,409	\$0	\$163,358

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 311,471	Actual
Environmental Studies (PA&ED)	\$ 88,824	Actual
Design Engineering (PS&E)	\$ 729,002	Actual
R/W Activities/Acquisition		
Construction	\$ 5,826,409	Construction Contract
Procurement (e.g. rolling stock)		
Total:	\$ 6,955,706	

% Complete of Design: 100 as of 6/5/2015

Expected Useful Life: 20-30 Years

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

MAJOR LINE ITEM BUDGET				
Planning & Conceptual Engineering				\$311,471
Environmental				\$88,824
Design				\$729,002
Construction Total [1]+[2]				\$5,826,409
[1] Construction Hard Costs				\$5,087,540
Item	Unit	Quantity	Unit Price	Cost
Demolition	LS	1	\$340,062	\$340,062
Asphaltic Concrete 2" Overlay	SF	265,000	\$4	\$1,113,000
Asphalt Paving (sidewalk and bus stops)	SF	37,800	\$14	\$515,970
Speed Tables at Crosswalks	SF	4,300	\$26	\$112,875
Roadway Re-Striping/Rumble Strips	LS	1	\$73,500	\$73,500
6" Asphalt Curb	LF	4,300	\$21	\$90,300
6" Concrete Curb (at adjusted medians)	LF	1,475	\$32	\$46,463
Concrete Curb Ramps	EA	10	\$3,675	\$36,750
Rumble Strips	LF	4,760	\$1	\$2,999
Stabilized Decomposed Granite	SF	10,000	\$5	\$52,500
2'-4' High Concrete Wall at Brazil Bus Stop	LF	75	\$289	\$21,656
Re-Grade Roadway/Misc. Hardscape	SF	15,000	\$2	\$31,500
Drop Inlet	EA	10	\$10,500	\$105,000
Grading	SF	41,375	\$2	\$65,166
Bioswale/Retention Areas	SF	41,375	\$3	\$130,331
Bioswale Native Grass Planting	SF	41,375	\$1	\$43,444
Native Low Water Use Shrub Planting	SF	32,625	\$3	\$102,769
15 Gallon Tree Planting	EA	75	\$315	\$23,625
24" Box Tree Planting	EA	75	\$1,260	\$94,500
Irrigation System	SF	50,000	\$3	\$157,500
Benches	EA	12	\$2,625	\$31,500
Bike Racks	EA	18	\$735	\$13,230
Vehicular Bollards	EA	30	\$735	\$22,050
Vehicular Gates	EA	4	\$10,500	\$42,000
Jersey Barrier	LF	775	\$105	\$81,375
Kiosk/Signage	EA	2	\$15,750	\$31,500
Safe Hit Posts	EA	10	\$42	\$420
Flashing Beacon at Crosswalks	EA	8	\$15,750	\$126,000
Public Art	LS	1	\$36,750	\$36,750
Misc Utility Work	LS	1	\$78,750	\$78,750
Solar Street Lighting	EA	15	\$12,600	\$189,000
Persia/Sunnydale Intersection Improv.	LS	1	\$17,178	\$17,178
<i>Sub-total</i>				<i>\$3,829,662</i>
Traffic Control (5%)	LS	1	\$191,483	\$191,483
Striping	LS	1	\$327,865	\$327,865
Signage	LS	1	\$62,493	\$62,493
Guardrail Repair	LS	1	\$22,050	\$22,050
Mobilization (5%)	LS	1	\$191,483	\$191,483
<i>Sub-total</i>				<i>\$4,625,036</i>
Construction Contingency (10%)				\$462,504
[2] Construction Management and Support (14.5% of Hard Costs)				\$738,869
SFMTA				\$40,800
SF Public Works				\$693,117
SFRPD				\$4,952
GRAND TOTAL				\$6,955,706

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

FY 2015/16

Project Name: Mansell Corridor Improvement

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$163,358

5-Year Prioritization Program Amount: \$163,358 (enter if appropriate)

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

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

Fund Source	Planned	Programmed	Allocated	Total
OBAG			\$1,551,614	\$1,551,614
Rec Park Funds			\$300,000	\$300,000
Prop AA	\$163,358		\$2,325,624	\$2,488,982
Prop K Sales Tax			\$572,754	\$572,754
Urban Greening Grant			\$848,059	\$848,059
Rec Park Forestry Funds			\$65,000	\$65,000
Total:	\$163,358	\$0	\$5,663,051	\$5,826,409

Actual Prop K Leveraging - This Phase: 73.37% \$5,826,409
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$
OBAG	\$1,551,614	11.47%	\$177,970

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

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
OBAG			\$1,762,239	\$1,762,239
Rec Park Funds			\$439,312	\$439,312
Prop AA	\$163,358		\$2,527,852	\$2,691,210
Prop K Sales Tax			\$1,149,886	\$1,149,886
Urban Greening Grant			\$848,059	\$848,059
Rec Park Forestry Funds			\$65,000	\$65,000
Total:		\$0	\$6,792,348	\$ 6,955,706

Actual Prop K Leveraging - Entire Project:

83.47%
#N/A
61.31%

Expected Prop K Leveraging per Expenditure Plan:

Actual Prop AA Leveraging - Entire Project:

\$ 6,955,706

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop AA Funds Requested:

\$163,358

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$108,905	67.00%	\$54,453
FY 2016/17	\$54,453	33.00%	\$0
Total:	\$163,358		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop AA Allocation	\$163,358	Construction
Total:	\$163,358	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop AA - Ped	FY 2015/16	\$108,905	67.00%	\$54,453
Prop AA - Ped	FY 2016/17	\$54,453	33.00%	\$0
Total:		\$163,358	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2015/16	Construction	\$108,905	67%	\$54,453
Prop AA - Ped	FY 2016/17	Construction	\$54,453	100%	\$0
Total:			\$163,358		

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

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

Deliverables:

- With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
- Upon project completion (anticipated August 2016), provide 2-3 digital photos of after conditions.

Special Conditions:

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
-

Notes:

-

Supervisorial District(s):	9, 10, 11	Prop K proportion of expenditures - this phase:	26.63%
		Prop AA proportion of expenditures - this phase:	NA

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

SFCTA Project Reviewer: **Project # from SGA:**

MAPS AND DRAWINGS

Mansell Location Map



Rendering of Design



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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ -

Current Prop AA Request:

\$ 163,358

Project Name:

Mansell Corridor Improvement

Implementing Agency:

San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): David Froehlich

Joel C. Goldberg

Title: Project Manager

Capital Procurement & Mgmt

Phone: 415-558-4041

415-701-4499

Fax: _____

Email: David.Froehlich@sfdpw.org

Joel.Goldberg@sfmta.com

Address: 30 Van Ness Ave, 5th Floor
San Francisco, CA 94102

1 S. Van Ness Ave, 8th Floor San
Francisco, CA 94103

Date: _____



Memorandum

Date: 04.12.16 **RE:** Plans and Programs Committee
April 19, 2016

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

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

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have six requests totaling \$1,994,954 in Prop K and AA funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority are requesting \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for the Pedestrian Safety in SOMA Youth and Family Zone project, of which the SFMTA will use \$48,000 to obtain community input to inform the Folsom-Howard Streetscape Project and we will use \$52,000 to develop recommendations for improving safety at three to five ramp intersections within the zone. The SFMTA has also requested \$491,757 in Prop AA funds for design work to upgrade up to 25 painted safety zones to permanent bulb-outs on Pedestrian High Injury Corridors throughout the city and \$163,358 in Prop AA funds for construction of the Mansell Corridor Improvement project. San Francisco Public Works (SFPW) has requested \$1,029,839 in Prop AA funds for construction of Chinatown Broadway Street Improvements Phase 4. Consistent with last month's Board action requiring that SFPW reach resolution with the District 3 Supervisor and the community on some design issues, we are tentatively recommending approval of this request. Finally, we are requesting \$210,000 in Prop K funds for the Treasure Island Mobility Management Program for design engineering and environmental activities through Fiscal Year 2016/17 related to the implementation of congestion pricing and related transportation improvements on the Island.

BACKGROUND

We have received six requests for a combined total of \$310,000 in Prop K funds and \$1,684,954 in Prop AA funds to present to the Plans and Programs Committee at its April 19, 2016 meeting, for potential Board approval on April 26, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Transportation Demand Management/Parking Management
- Transportation/ Land use Coordination
- Prop AA Pedestrian Safety

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 three Prop K requests totaling \$310,000 and three Prop AA requests totaling \$1,684,954 to the Plans and Programs Committee and to seek a recommendation to allocate or appropriate 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.

Treasure Island Mobility Management Program (TIMMP) (SFCTA): The Transportation Authority, in its role as the Treasure Island Mobility Management Agency, has been charged with developing an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Treasure Island/Yerba Buena Island Development Project. Conceptual design of the project is nearing completion, and we are requesting \$210,000 in Prop K funds to initiate the design engineering and to contribute to related staff and consultant costs through Fiscal Year 2016/17 for development of the System Engineering Management Plan, the environmental scope of work, and the System Integrator Request for Proposals. The requested Prop K funds would allow the project to proceed on schedule as we work to secure additional funding for the entirety of the TIMMP.

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

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

ALTERNATIVES

1. Recommend allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two 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 March 23, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$48,000 in Fiscal Year (FY) 2015/16 Prop K sales tax funds and \$1,684,954 in FY 2015/16 Prop A vehicle registration funds, with conditions, for four requests, and appropriate \$262,000 in FY 2015/16 Prop K funds for two requests. The allocations and appropriations 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 and appropriations 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 \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/Prop AA Allocation Summaries – FY 2015/16
5. Prop K/Prop AA Allocation Request Forms (6)



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RAILYARD ALTERNATIVES & I-280 BOULEVARD (RAB) FEASIBILITY STUDY PHASE I: PRELIMINARY OPTIONS ANALYSIS

San Francisco Planning Department
SFCTA Board of Directors – April 26, 2016

ABOUT THE STUDY



BACKGROUND: WHY THIS STUDY NOW - MAJOR PIECES OF NEW INFRASTRUCTURE PLANNED



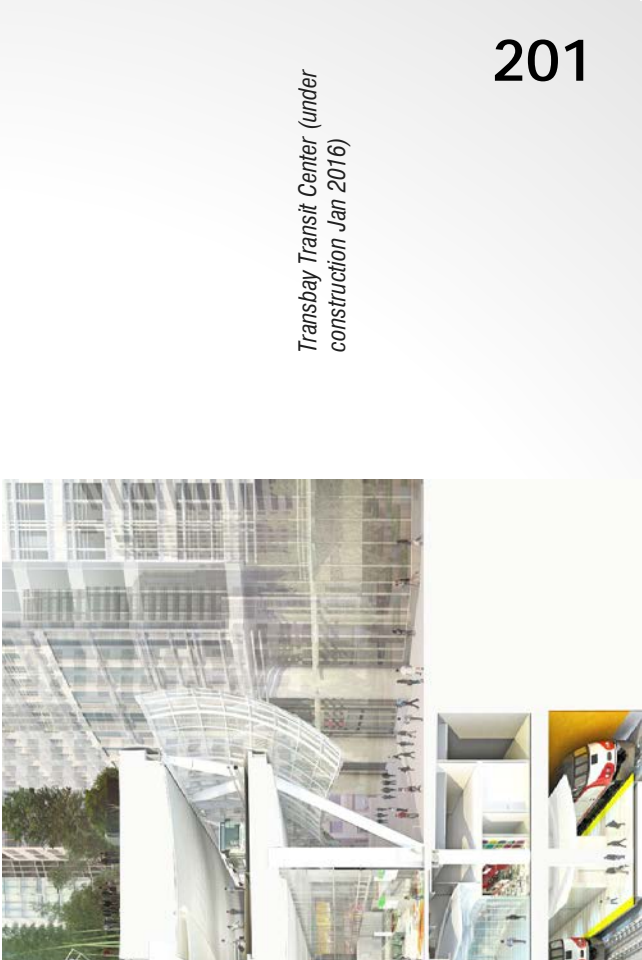
CALTRAIN ELECTRIFICATION



HIGH-SPEED RAIL (HSR)



DOWNTOWN RAIL EXTENSION (DTX)



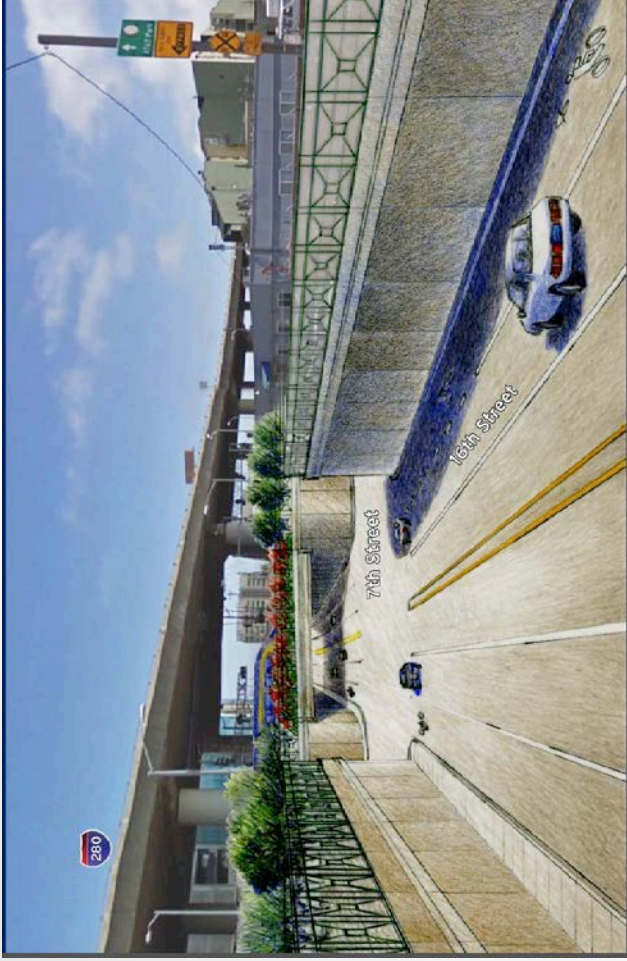
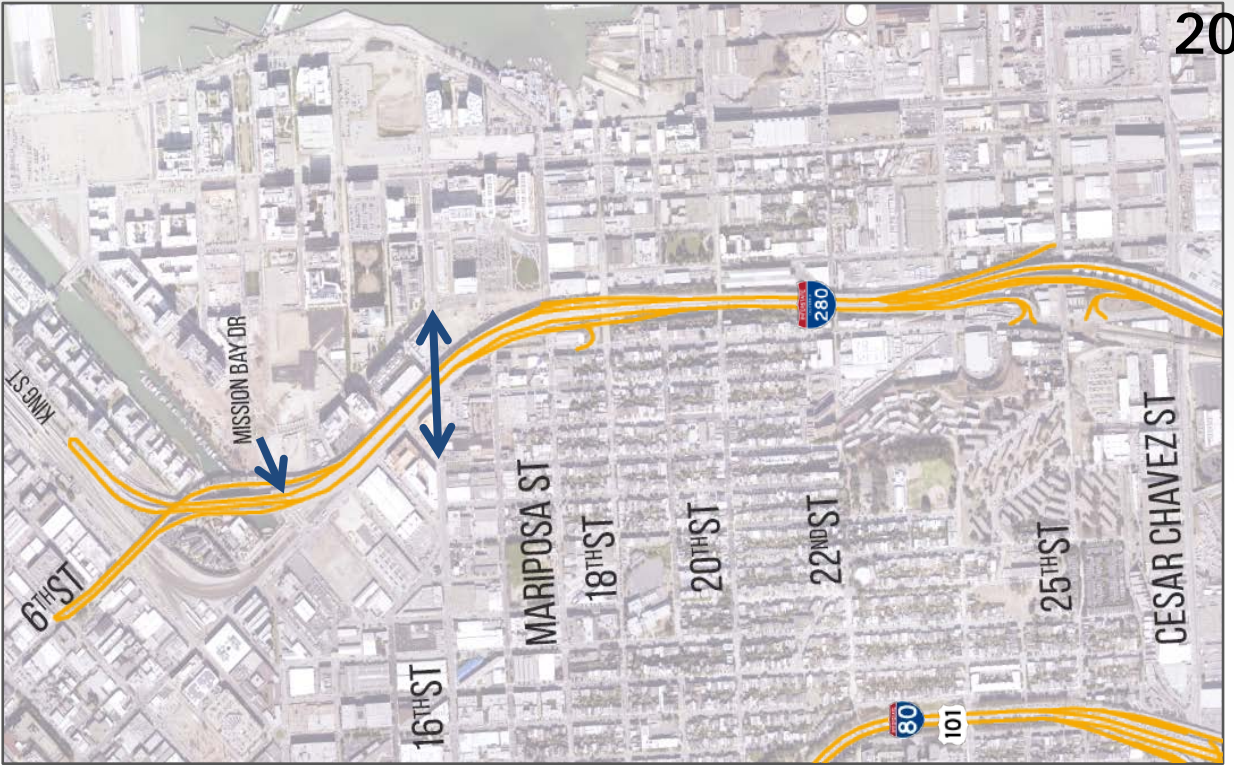
Transbay Transit Center (under construction Jan 2016)

BACKGROUND: CALIFORNIA HIGH SPEED RAIL AUTHORITY (CHSRA) – 2016 DRAFT BUSINESS PLAN

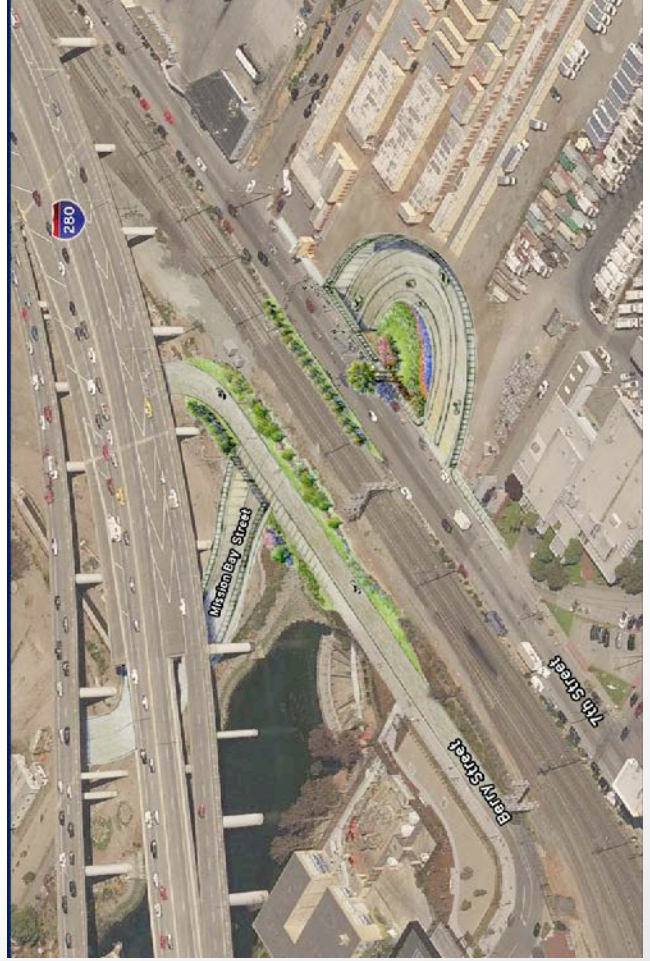
- Silicon Valley to Central Valley
 - Operational by 2025
 - San Jose – North of Bakersfield
 - \$20.7Billion – Fully Funded
- Extension to San Francisco and Bakersfield
 - Operational by 2025
 - Additional \$2.9Billion
- San Francisco – LA/Anaheim
 - Operational by 2029



Source: CHSRA 2016

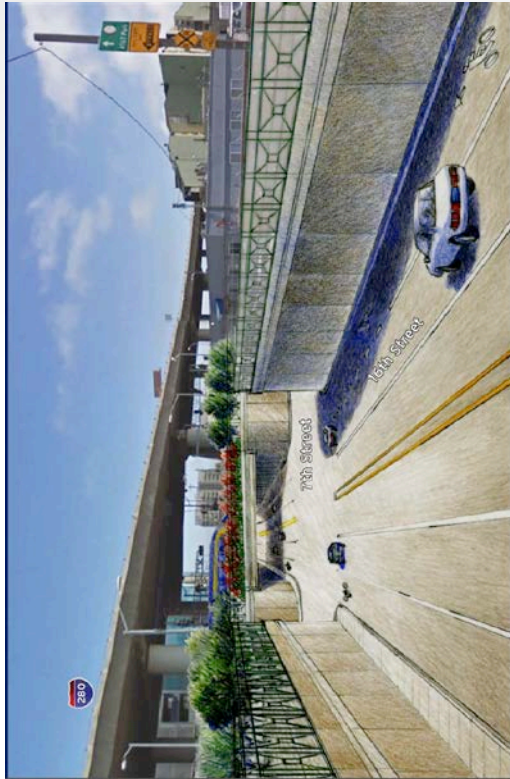


Potential Grade-Separation of 16th Street



Potential Grade-Separation of Mission Bay Drive Source: CHSRA, 2010

WHAT MIGHT A TRENCHED STREET LOOK LIKE?



Near West Oakland Bart Station - 7th Street

MOVING CHALLENGES TO OPPORTUNITIES

STAND-ALONE PROJECTS

COORDINATE PARTNER EFFORTS

IMPROVE LOCAL AND REGIONAL CONNECTIONS

CONSIDERATION OF BENEFITS/IMPACTS

TEARS IN THE URBAN FABRIC

KNIT TOGETHER CITY FABRIC

PLACEMAKING

UNPL

STUDY GOALS

- **Understand** and coordinate the projects **holistically**.
- Help **shape** the urban environment for the **public's benefit**.

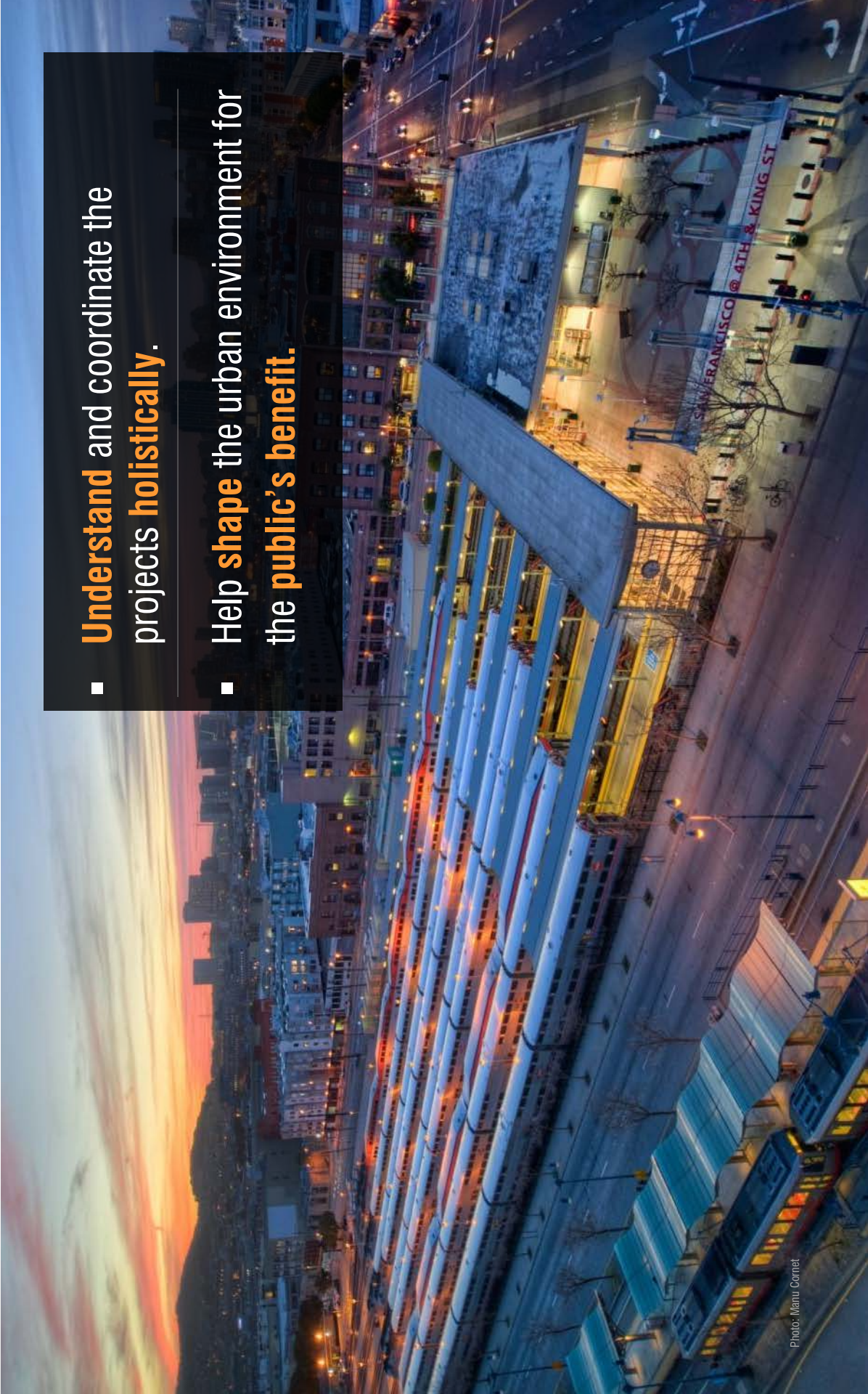


Photo: Manu Cornet



STUDY COMPONENTS

RAB STUDY COMPONENTS

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

3. RAIL YARD RECONFIGURATION/RELOCATION

4. BOULEVARD I-280

5. OPPORTUNITIES FOR THE PUBLIC'S BENEFIT

STUDY AREA

EACH COMPONENT HAS ITS OWN STUDY AREA

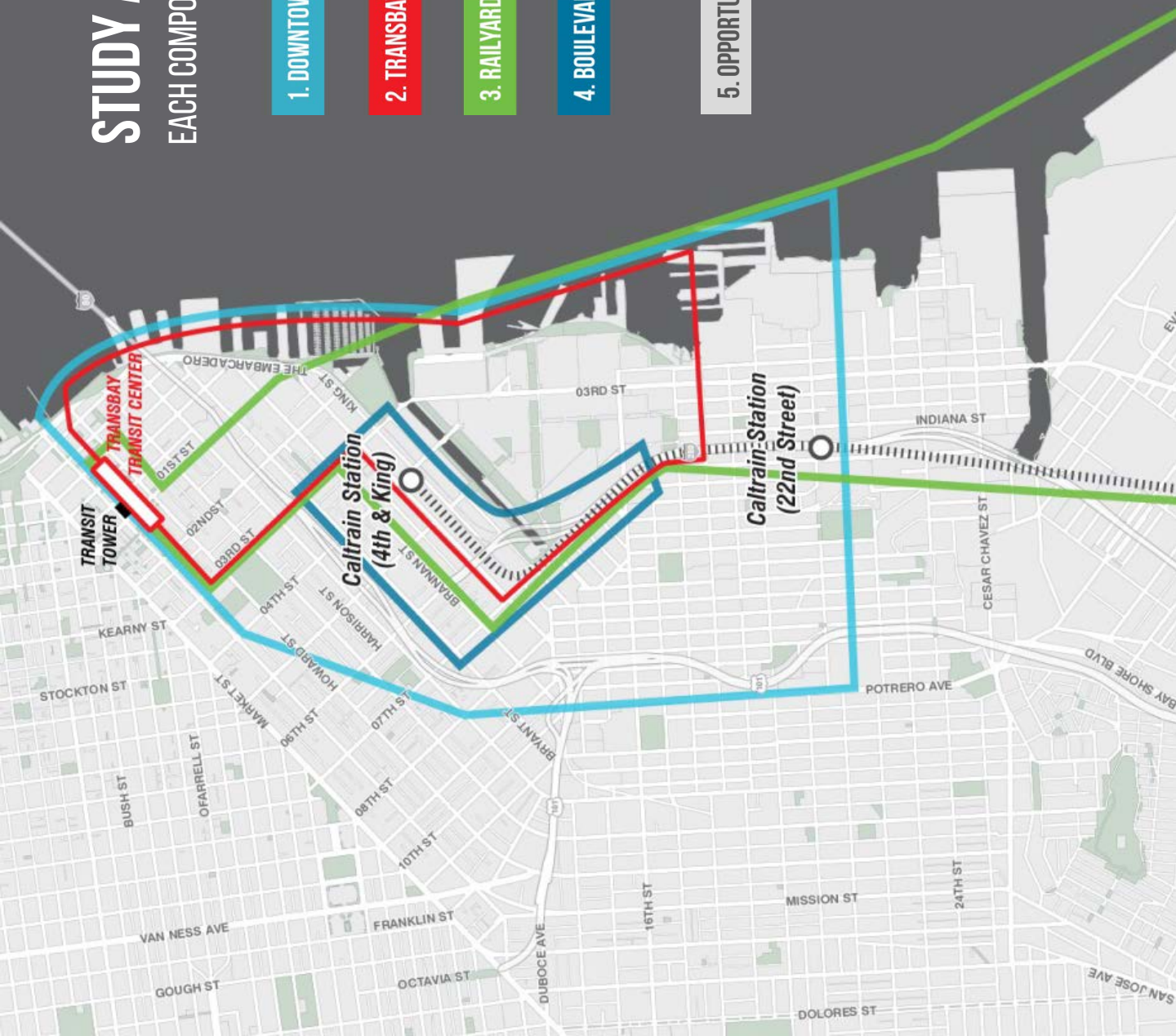
1. DOWNTOWN RAIL EXTENSION (DTEX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

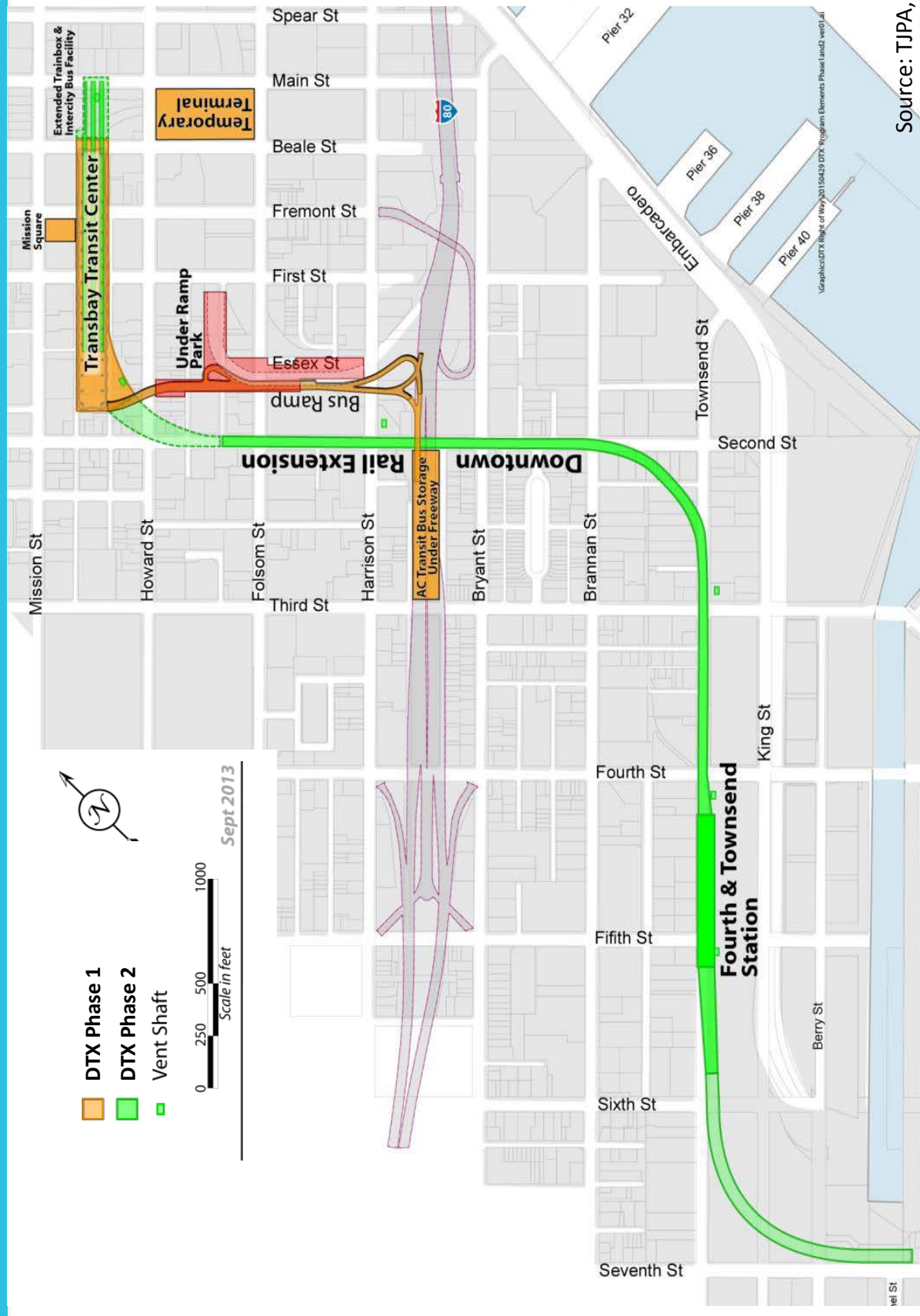
3. RAILYARD RECONFIGURATION/RELOCATION

4. BOULEVARD I-280

5. OPPORTUNITIES FOR THE PUBLIC'S BENEFIT



1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT - ANTICIPATED



1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

OPTIONS FOR ALIGNMENT

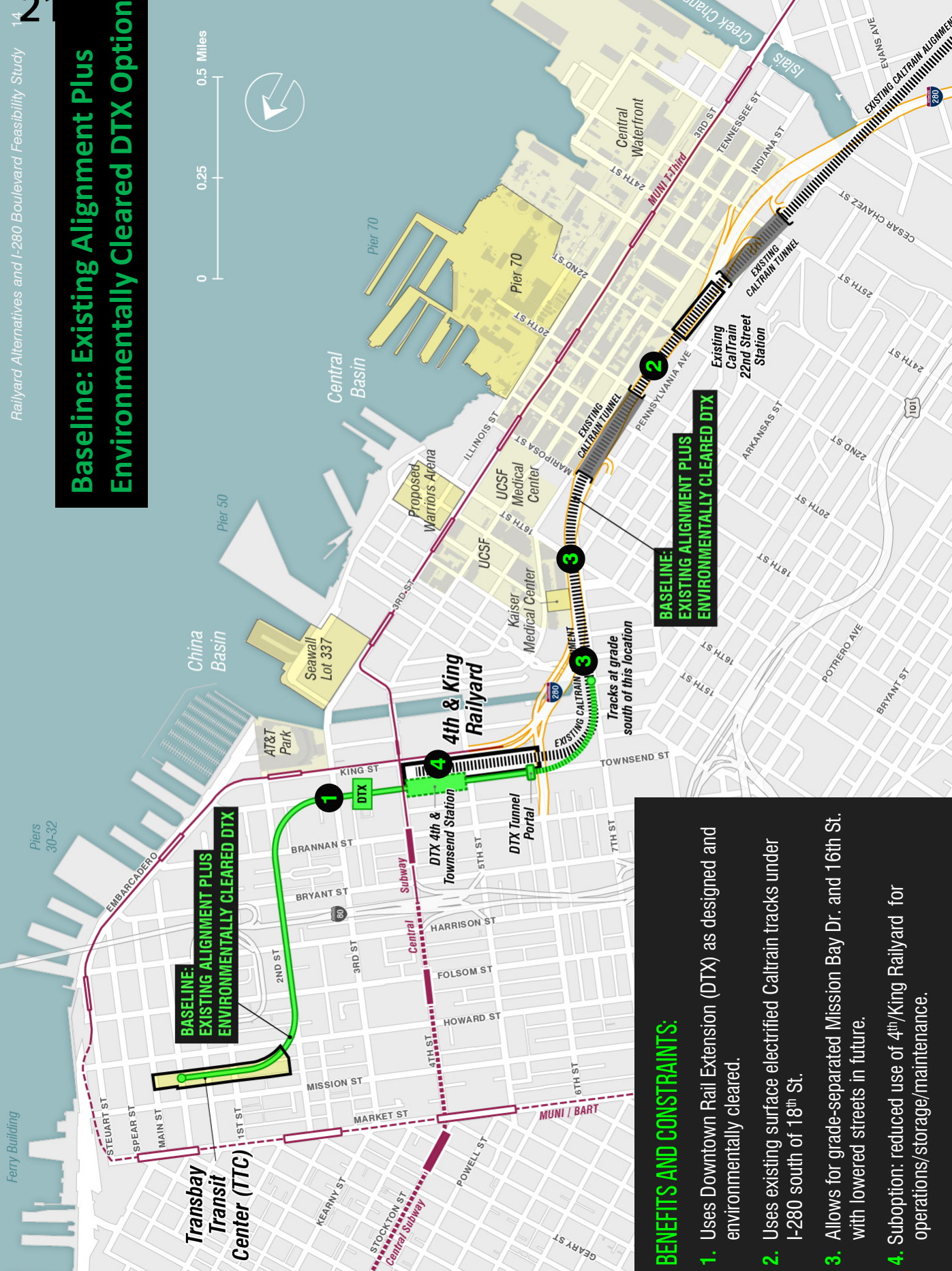
**A. Baseline: Existing Alignment Plus Environmentally Cleared DTX
A.2 SubOption: Reduced 4th/King footprint**

B. Tunnel Under Existing Alignment

C. Pennsylvania Avenue

D. Mission Bay (Third Street)

Baseline: Existing Alignment Plus Environmentally Cleared DTX Option



BASILINE: EXISTING ALIGNMENT PLUS ENVIRONMENTALLY CLEARED DTX

BASILINE: EXISTING ALIGNMENT PLUS ENVIRONMENTALLY CLEARED DTX

- BENEFITS AND CONSTRAINTS:**
1. Uses Downtown Rail Extension (DTX) as designed and environmentally cleared.
 2. Uses existing surface electrified Caltrain tracks under I-280 south of 18th St.
 3. Allows for grade-separated Mission Bay Dr. and 16th St. with lowered streets in future.
 4. Suboption: reduced use of 4th/King Railyard for operations/storage/maintenance.

Tunnel Under Existing Alignment Option



BENEFITS AND CONSTRAINTS:

1. Uses Downtown Rail Extension (DTX) as designed and environmentally cleared.
2. Grade separated Caltrain/HSR under Mission Bay Dr. and 16th St.
3. Ability to reconnect grid under I-280.
4. Reduce/Relocate 4th/King Railyard .
5. Requires major structural work of I-280 pillars before tunnel can be built.
6. Requires Caltrain to be out of service for 6+ months.

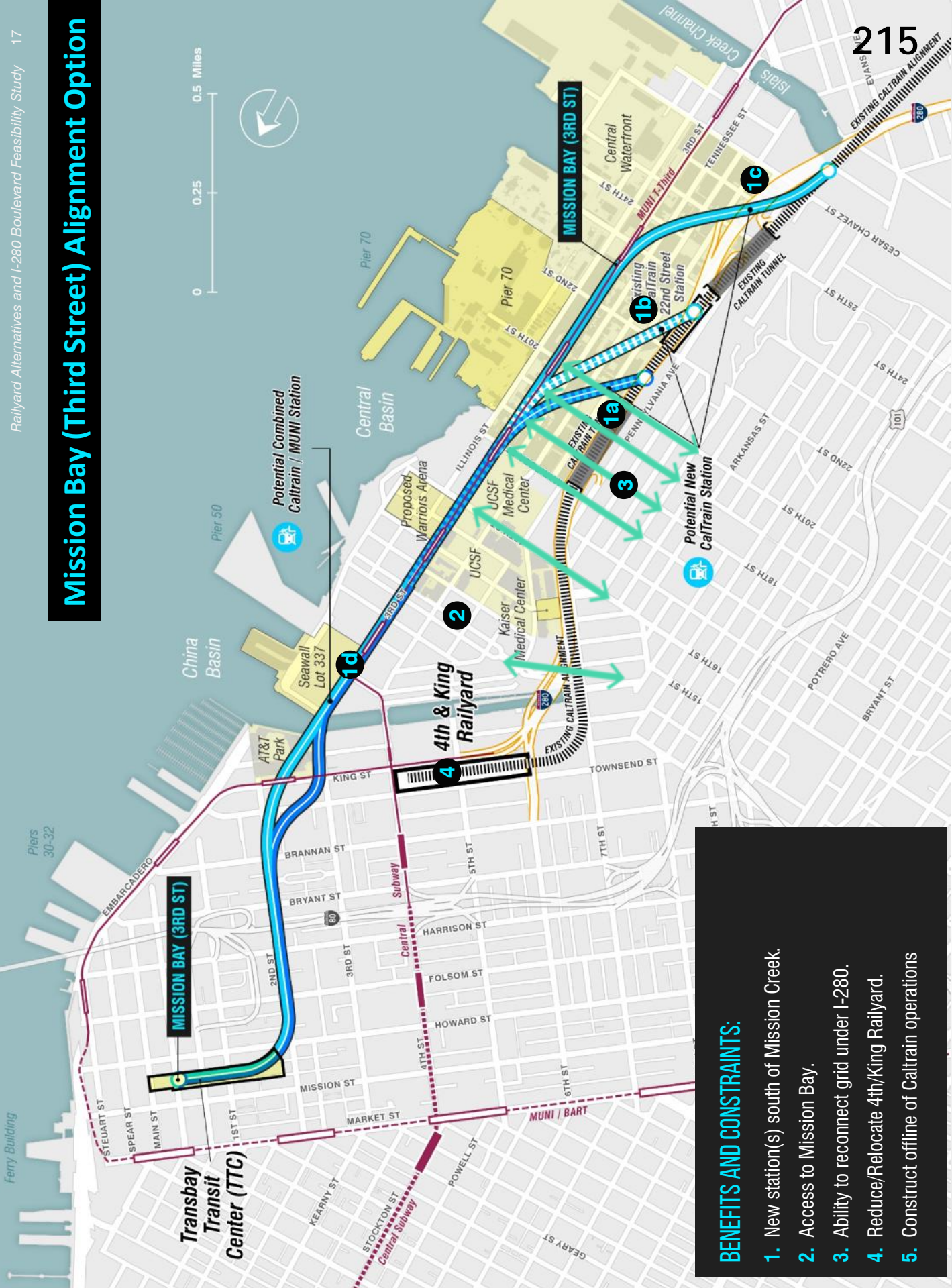
Pennsylvania Avenue Alignment Options



BENEFITS AND CONSTRAINTS:

1. Uses Downtown Rail Extension (DTX) as designed and environmentally cleared.
2. Allows for reconstruction 22nd St Caltrain station (or leave as is and begin tunnel after)
3. Ability to reconnect grid under I-280.
4. Reduce/Relocate 4th/King Railyard.
5. Construct offline of Caltrain operations
6. Potential impact to city utilities.

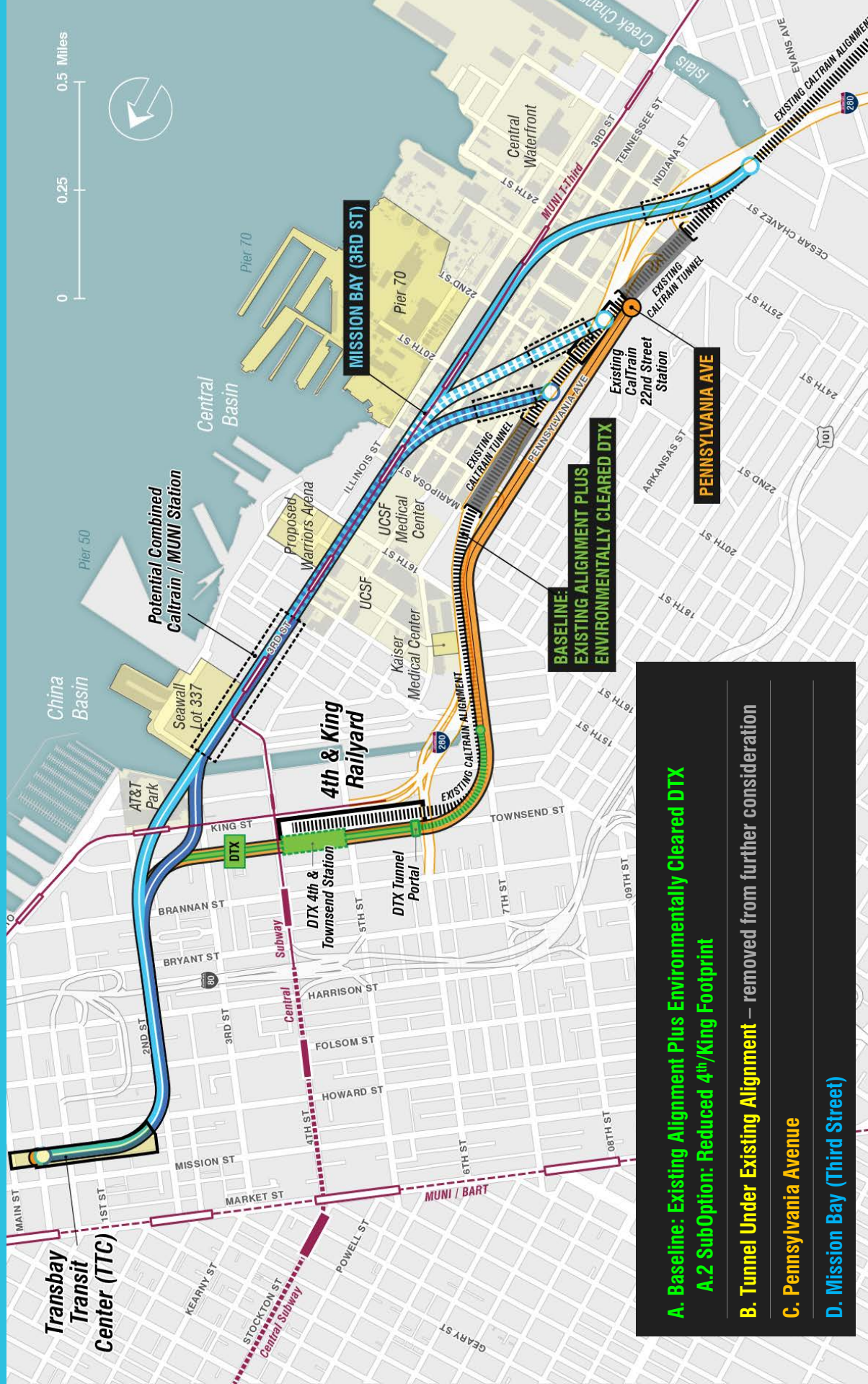
Mission Bay (Third Street) Alignment Option



BENEFITS AND CONSTRAINTS:

1. New station(s) south of Mission Creek.
2. Access to Mission Bay.
3. Ability to reconnect grid under I-280.
4. Reduce/Relocate 4th/King Railyard.
5. Construct offline of Caltrain operations

1. OPTIONS FOR DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT - SUMMARY



- A. Baseline: Existing Alignment Plus Environmentally Cleared DTX**
- A.2 SubOption: Reduced 4th/King Footprint**
- B. Tunnel Under Existing Alignment – removed from further consideration**
- C. Pennsylvania Avenue**
- D. Mission Bay (Third Street)**

BASILINE: EXISTING ALIGNMENT PLUS ENVIRONMENTALLY CLEARED DTX

MISSION BAY (3RD ST)

PENNSYLVANIA AVE

4th & King Railyard

Transbay Transit Center (TTC)

Potential Combined Caltrain / MUNI Station



2. TRANSBAY TRANSIT CENTER LOOP

OPTIONS

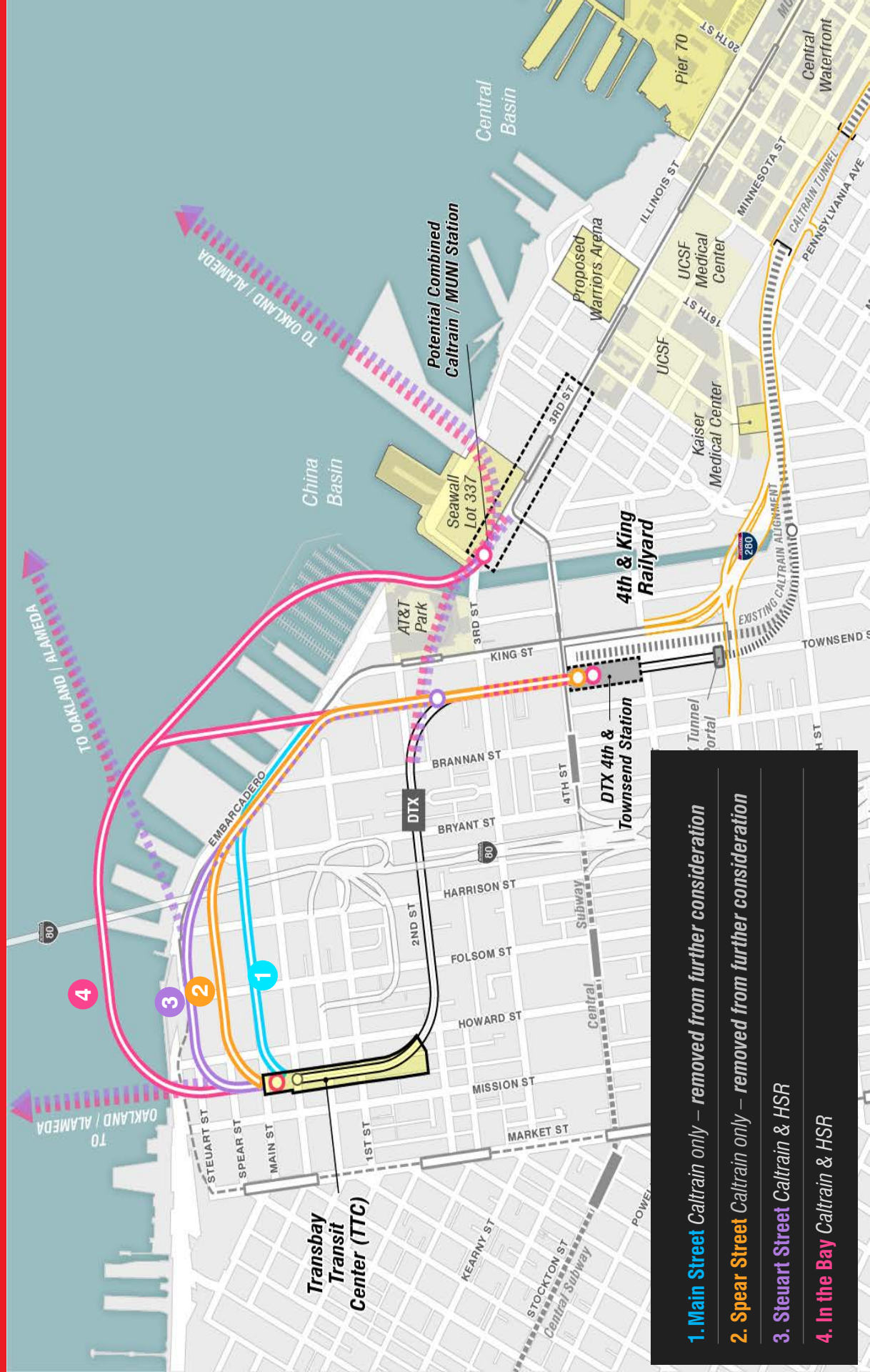
1. **Main Street** *Caltrain only*

2. **Spear Street** *Caltrain only*

3. **Steuart Street** *Caltrain & HSR*

4. **In the Bay** *Caltrain & HSR*

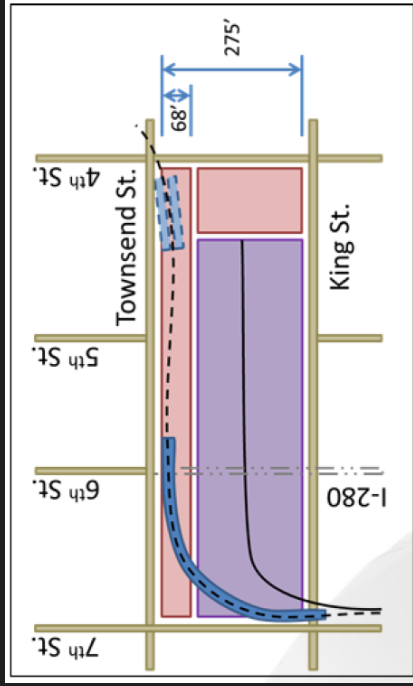
2. TRANSBAY TRANSIT CENTER LOOP - SUMMARY



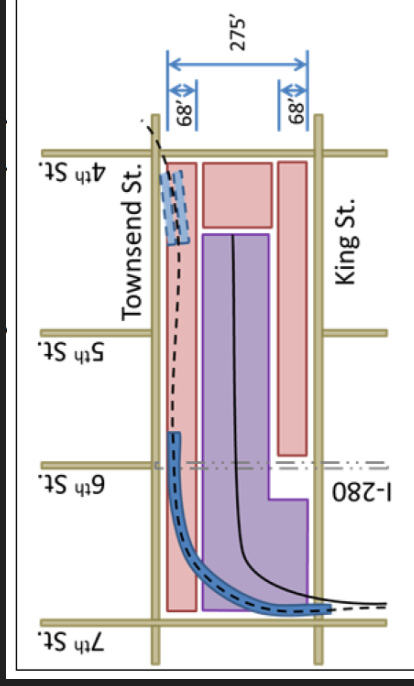
- 1. **Main Street Caltrain only** – removed from further consideration
- 2. **Spear Street Caltrain only** – removed from further consideration
- 3. **Stewart Street Caltrain & HSR**
- 4. **In the Bay Caltrain & HSR**

3. RAILYARD RECONFIGURATION/RELOCATION

If maintenance, storage, and operations remained at 4th/King after electrification



If maintenance and storage were relocated, but operations remained at 4th/King after electrification



2013 Caltrain completed a preliminary assessment of possible modified footprints at 4th/King at the request of San Francisco

Starting point for analysis

Assumes only Caltrain use of 4th/King

Based on anticipated maintenance, storage, and operations AFTER electrification of Caltrain (anticipated December 2020)

- Blue denotes the DTX alignment (in 2013)

- Purple denotes areas that would be needed for Caltrain use (min)

- Pink denotes areas that could be repurposed for other uses

DTX alignment (in 2013)

Minimum area needed for Caltrain use

Available area for repurpose or other use

Source: Caltrain, 2013

3. RAILYARD RECONFIGURATION/RELOCATION

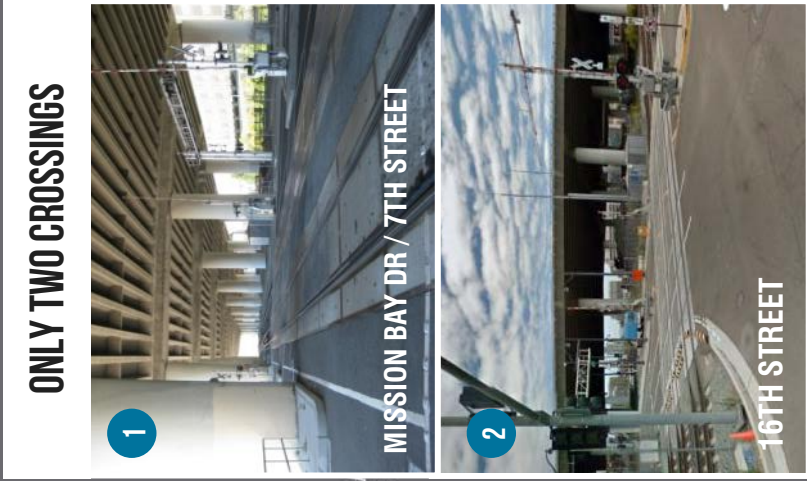
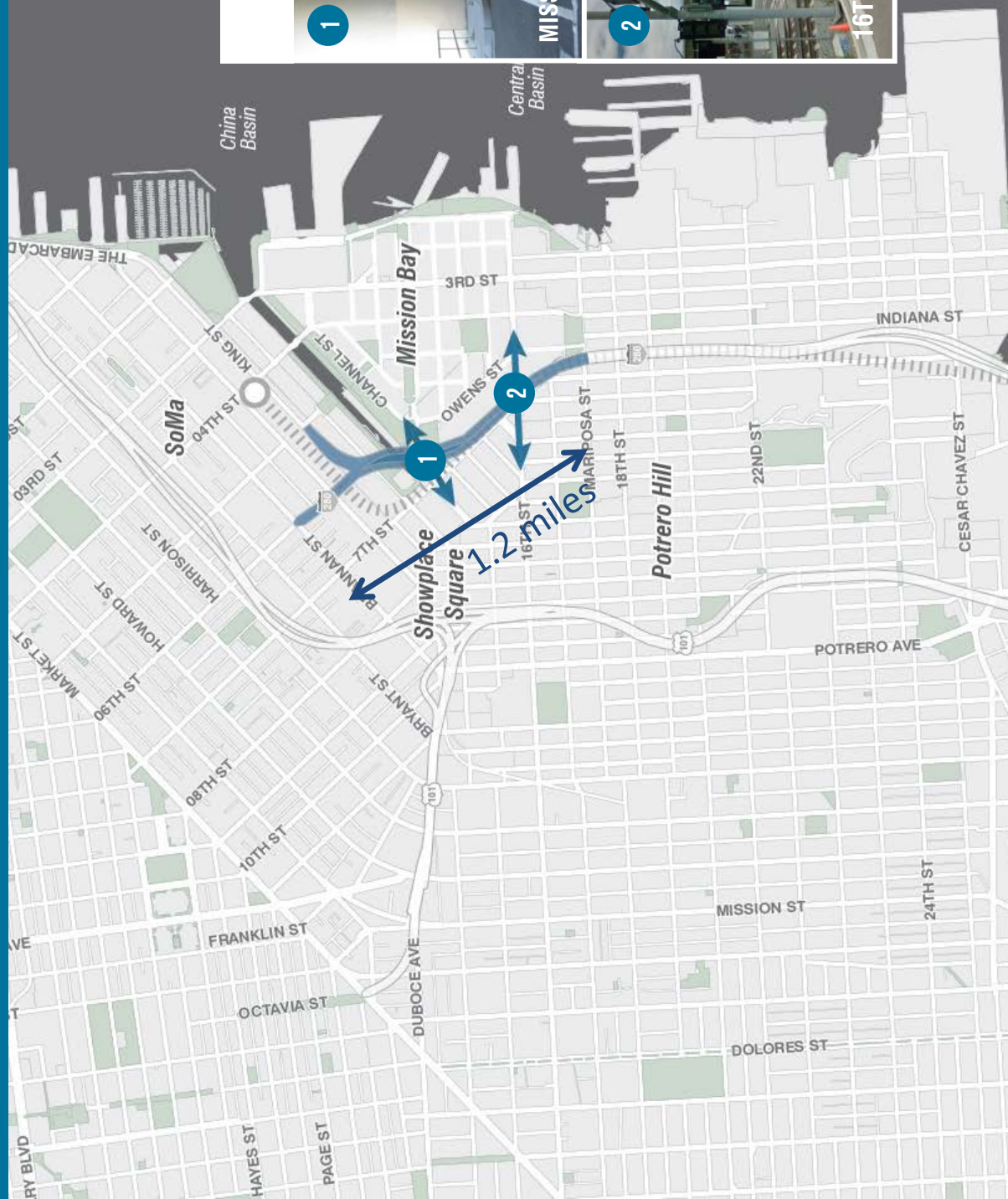


**Assessing alternatives along the
Caltrain alignment**

**Some options can accommodate HSR
train storage/ maintenance as well
(co-located)**

**Increases non-revenue time
(dead-head)**

4. BOULEVARD I-280: EXISTING CONDITIONS



ONLY TWO CROSSINGS

1

MISSION BAY DR / 7TH STREET

2

16TH STREET

4. BOULEVARD I-280: SUMMARY



WHY ARE WE STUDYING?

Prioritize different modes on different streets.

Better connectivity.

Better urban form.

Continue to work with Caltrans, SFMTA, SFCTA on potential configurations

Configurations differ depending on other component elements

- Existing thru street (limits) – under I-280
- Existing thru street (limits) – over I-280
- New/Reconnected street (limits) – (varies based on Alignment option selected)

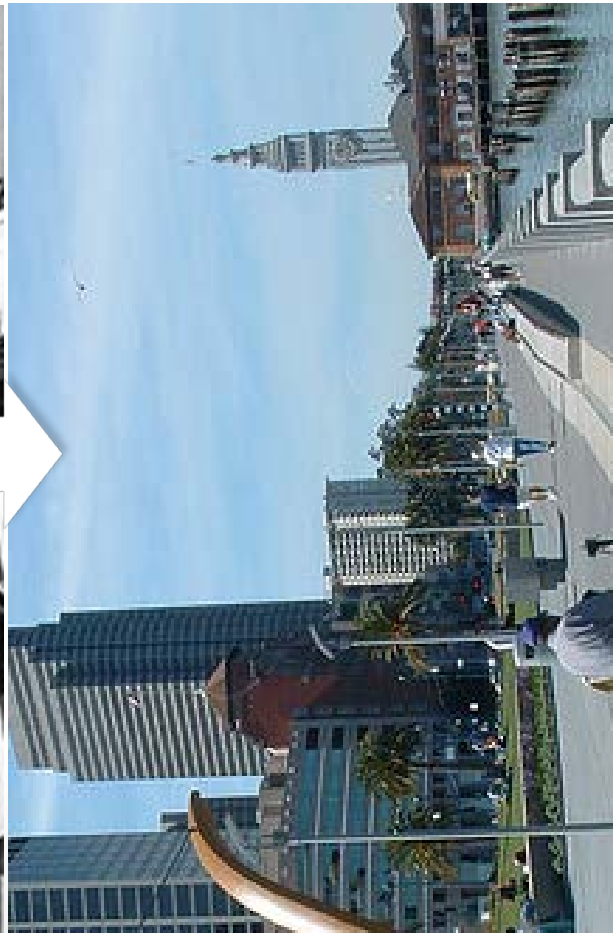
4. BOULEVARD I-280: WHY WOULD WE STUDY



THE EMBARCADERO



OCTAVIA BLVD



SUMMARY OF OPTIONS TO BE STUDIED IN PHASE II

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

- Three of the four alignment options moving forward
- Removed the “Tunnel under Existing Alignment” option

2. TRANSBAY TRANSIT CENTER LOOP

- Two of the four loop track options moving forward
- Removed the Main Street and Spear Street options

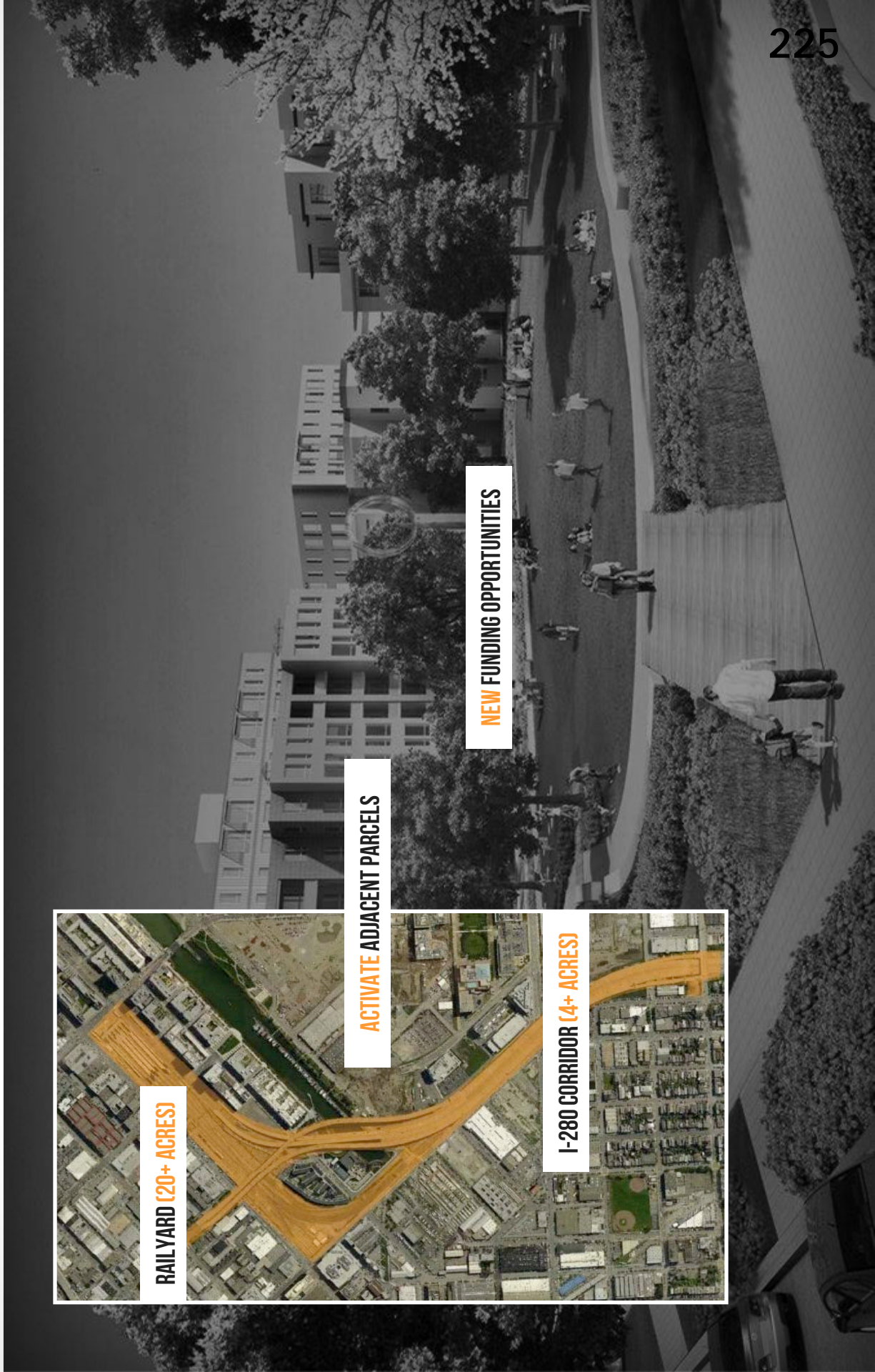
3. RAIL YARD RECONFIGURATION/RELOCATION

- Continue to work with Caltrain and California High Speed Rail Authority (CHSRA) on possible reconfiguration/relocation options

4. BOULEVARD I-280

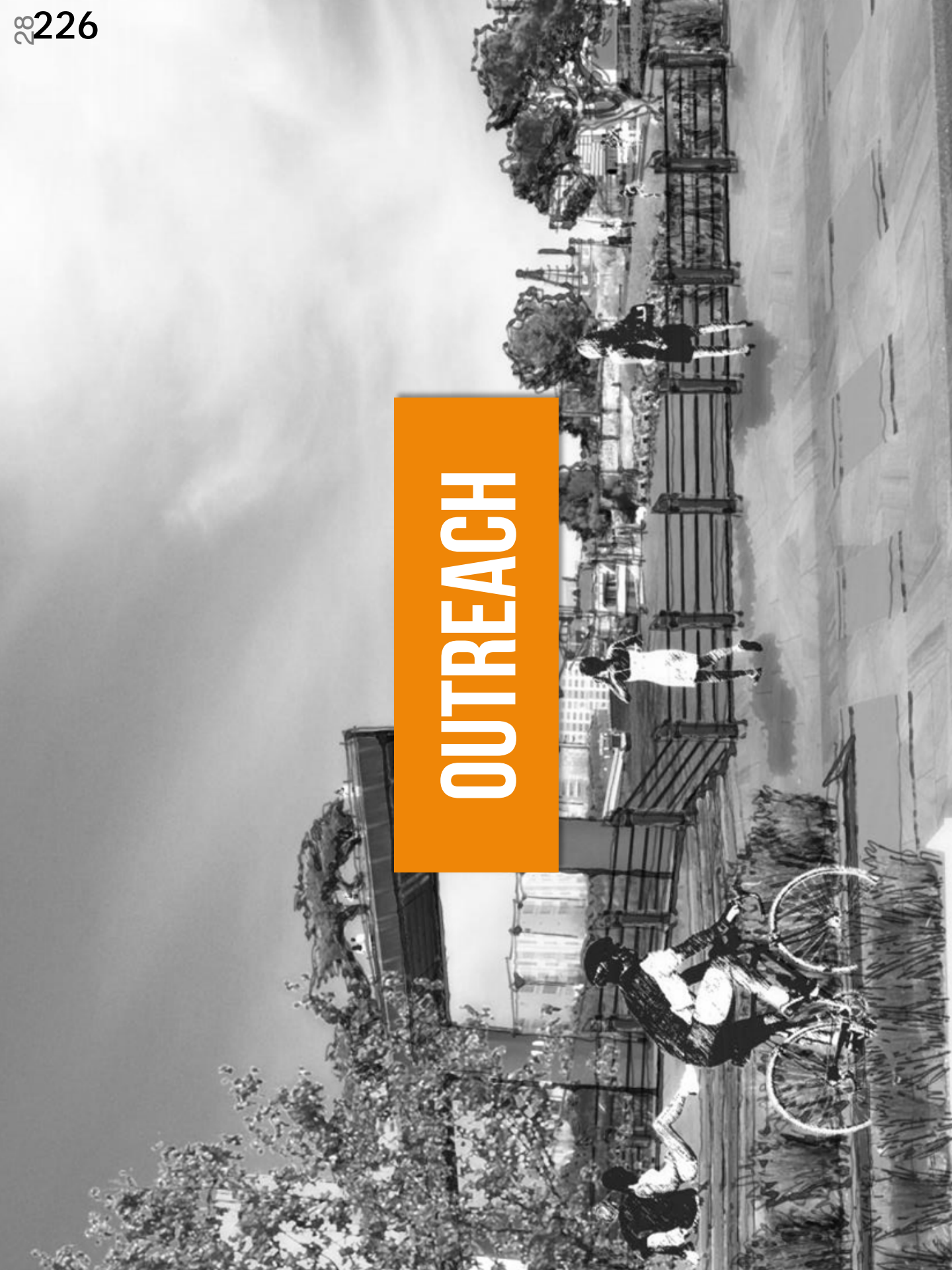
- Continue to work with Caltrans, San Francisco Municipal Transportation Agency (SFMTA), San Francisco County Transportation Agency (SFCTA) on traffic operations

OPPORTUNITIES FOR THE URBAN ENVIRONMENT

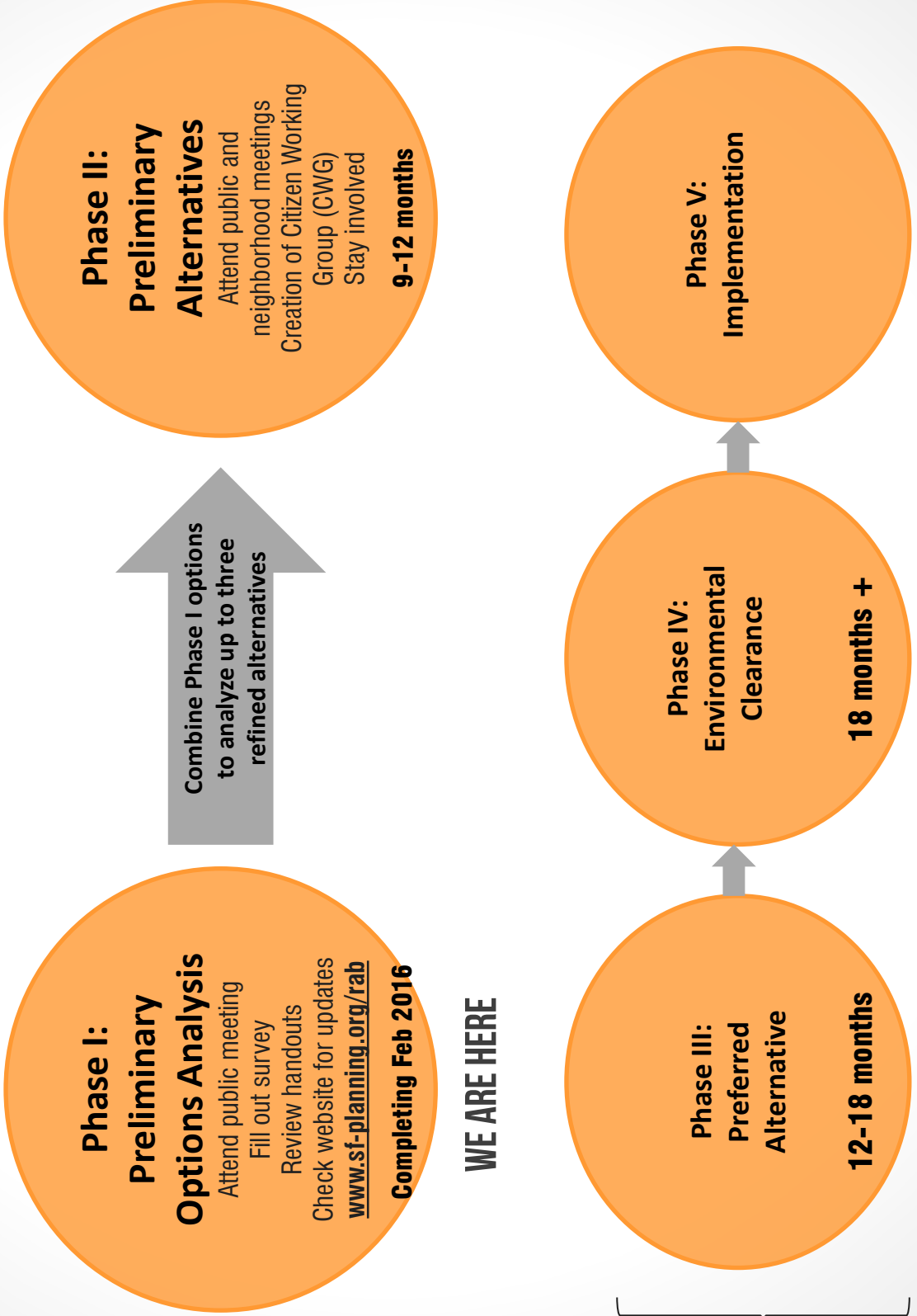


NEW FUNDING OPPORTUNITIES

OUTREACH



COMMUNITY ENGAGEMENT — HOW CAN YOU PARTICIPATE?



WE ARE HERE

FOLLOW-ON PHASES

TIMELINE & NEXT STEPS

PHASE I –
Preliminary Options Analysis
June 2014-Feb 2016

PHASE II –
Alternatives Development
9-12 months

STAKEHOLDER BRIEFINGS UPON REQUEST

PUBLIC MEETING – Feb 2016
Preliminary Options Analysis
Public Input

PUBLIC MEETING – Anticipated Winter 2016
Finalize Alternatives
Public Input

PUBLIC MEETING – Anticipated Fall 2016
Draft Alternatives
Public Input

PHASE III –
Preferred Alternative
12-18 months

PHASE IV –
Environmental Phase
(could be semi-concurrent with Phase III)

PHASE V –
Funding and Implementation

FOLLOW-ON PHASES

STAKEHOLDER BRIEFINGS UPON REQUEST

PUBLIC MEETINGS at key milestones

THANK YOU

www.sf-planning.org/rab

Study Manager
Susan Gygi, PE

