



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, May 24, 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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1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**
4. Approve the Minutes of the April 26, 2016 Meeting – **ACTION*** 3

Items from the Finance Committee

5. Adopt Positions on State Legislation – **ACTION*** 9

Items from the Plans and Programs Committee

6. Appoint Asher Butnik and Alexander Post to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – **ACTION*** 59
7. Allocate \$9,599,451 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – **ACTION*** 69

Items for Direct Board Consideration

8. Development of a Transportation Sales Tax Expenditure Plan – **INFORMATION*** 139

At its May 17 meeting, the San Francisco Board of Supervisors (BOS) passed a resolution (Attachment 1) calling for the Transportation Authority, in partnership with the Mayor's Office and the San Francisco Municipal Transportation Agency (SFMTA), to lead development of a San Francisco Transportation Expenditure Plan to specify the use of revenues from a potential new half-cent sales tax for transportation for potential consideration for the November 2016 ballot. The Expenditure Plan would build and expand on the recommendations of the San Francisco Transportation Plan and Transportation 2030 Report (which recommended an additional half-cent sales tax as one of a suite of four revenue measures) as well as existing planning and prioritization efforts. To develop the Expenditure Plan, we will be seeking input from city and regional transit agencies serving San Francisco, members of the public, and other key stakeholders over the next eight weeks before the BOS and Mayor would need to act to place the measure on the ballot. Drawing upon the resolution and in close collaboration with the SFMTA, we have developed draft principles (Attachment 2) to guide development of the

Board Meeting Agenda

Expenditure Plan. At the Board meeting, we will provide information on the schedule and process to place a sales tax ordinance on the November 2016 ballot, outline a public engagement strategy, and present the draft principles. We will be seeking input and guidance from the Board, particularly on the public engagement strategy given the tight timeline.

Other Items

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

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

10. Public Comment

11. Adjournment

* Additional materials

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

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There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

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If any materials related to an item on this agenda have been distributed to the Transportation Authority Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 26, 2016

1. Roll Call

Chair Wiener called the meeting to order at 11:07 a.m.

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

Absent at Roll Call: Commissioners Campos, Kim and Tang (entered during Item 2) and Commissioner Farrell (4)

Commissioner Mar moved to excuse Commissioner Farrell, seconded by Commissioner Cohen. Commissioner Farrell was excused at the call of the Chair.

2. Chair's Report – INFORMATION

Chair Wiener reported that earlier in the month, the Transportation Authority participated in several rail system planning efforts, including testifying at the California High-Speed Rail Authority's (CHSRA's) hearing on its Draft 2016 High-Speed Rail Business Plan, and moderating a panel on the potential for a second Transbay crossing. He said the city was pleased that the CHSRA's Business Plan recommended shifting the project's Initial Operating Segment (IOS) to the northern California stretch from the Central Valley to San Jose, rather than south to Los Angeles. He said the city believed this was the right business decision for the project, given the relative benefits and costs of the two segments. He added that the city also urged the CHSRA to expand the IOS even further north to San Francisco, in order to maximize the potential for ridership, revenue and private investment.

Chair Wiener said selection of the IOS was more than a demonstration project and that the city strongly believed that the future of high-speed rail in California and the nation hinged on its success. He noted that choosing the expanded IOS that would continue north to San Francisco's Transbay Terminal would, according to estimates in the CHSRA's business plan, increase ridership by 76%, increase farebox revenue by 55%, increase net cash flow by 181%, and increase private investment by 132%. He said that based on these figures, it made business and financial sense to include the full Bakersfield to San Francisco segment in the IOS as a means to help deliver the whole statewide project. He said the city appreciated the support of the directors of Caltrain and the San Francisco Municipal Transportation Agency for speaking at the hearing and looked forward to working with all partners to deliver the northern California IOS in the coming years.

Chair Wiener said that a similarly ambitious project was the prospect of a second Transbay Tube. He said there were many reasons to begin planning for this important connection, from the need to rehabilitate the existing BART tube to alleviating crowding in the near term and in the future, to the opportunity to have 24-hour service and resiliency in case of a natural disaster. He thanked

Executive Director Tilly Chang for moderating a panel of experts who had begun thinking about how the city should approach this giant task, from SPUR, TransForm, the Bay Area Council, McKinsey, as well as four public agencies, including the State Transportation Agency, Metropolitan Transportation Commission (MTC), BART and the City of Oakland. He said in the fall there would be an opportunity to continue this dialogue as MTC would be developing its Transit Core Capacity Study and the city and region would be collaborating on local revenue measures for transportation in San Francisco's and BART's planned bonds. Lastly, he thanked staff and the regional and local agency partners from the Association of Bay Area Governments and the Planning Department, who were here to give presentations on Plan Bay Area and the I-280/Railyard Alternatives and Boulevard Study.

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 March 22, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Farrell (1)

Items from the Finance Committee

5. Adopt Positions on State Legislation – ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Farrell (1)

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

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Farrell (1)

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**

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Farrell (1)

Items from the Plans and Programs Committee

8. **Appoint Bradley Wiedmaier 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, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

9. **Allocate \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriate \$262,000 in Prop K Funds for Two 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, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

Items for Direct Board Consideration

10. **Plan Bay Area Update – INFORMATION**

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item, along with Miriam Chion, Planning & Research Director at the Association of Bay Area Governments (ABAG), and Joshua Switzky, Senior Planner at the San Francisco Planning Department.

Commissioner Kim said she had attended a recent ABAG meeting where they discussed potential ways to increase the production of affordable housing in the region, as well as if a housing trust fund could help with development. She asked if ABAG had identified any projects that would be “shovel ready” in the near future but that were missing a final piece of funding that would prevent them from getting underway. Ms. Chion responded that ABAG was in the process of compiling a list of those projects and were also in the process of identifying the priority development areas (PDAs) where transit was most robust. She said the level of possible housing production and retention of existing housing were important considerations but that ABAG also had to identify which projects would be the most cost effective use of housing dollars. She said that a regional housing trust fund could supplement funding available at the local level, but that infrastructure

funding would have to be provided parallel to the housing funding. She said ABAG hoped to present a summary of the identified projects and a more specific profile of the housing trust fund in the near future.

Commissioner Kim said she was interested in the development potential in the PDAs, identifying projects that were moving forward but needed a final piece of funding, parcels where there was site control, and then parcels that were vacant without site control but could be pursued for development. Ms. Chion noted that San Francisco had a sophisticated soft-site analysis and that they were working to build complete one at the regional level. Commissioner Kim noted that ABAG could help support other cities in the region that don't have the capacity to do that type of project identification.

There was no public comment.

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

John Rahaim, Director of the San Francisco Planning Department, presented the item.

Commissioner Peskin asked if there had been discussions between the various agencies involved in the study as to which agency would lead the Caltrain Downtown Extension (DTX) project. Mr. Rahaim responded that currently the Transbay Joint Powers Authority (TJPA) was responsible for financing, building and maintaining the DTX.

Commissioner Peskin asked if the removal of the I-280 segment was necessary for the DTX project, or if they were unrelated projects. Mr. Rahaim responded that it was likely that the removal of the I-280 segment was not necessary, but that it would depend on which alignment of the DTX was chosen. He said that given the enormous public investment of the DTX project, the study was looking at whether the removal of the I-280 segment would create a better transportation system in that area of the city.

Commissioner Peskin asked if the street connections were constrained by I-280. Mr. Rahaim responded that currently they were constrained, as there were only two locations to cross that 1.2 mile stretch of I-280. Commissioner Peskin asked if that would be a function of the DTX alignment and not the I-280 alignment, to which Mr. Rahaim responded that it would depend on the column placement and topography. Commissioner Peskin commented that I-280 and the street connections could be maintained if the DTX alignment was changed.

Commissioner Cohen asked if there was any community outreach regarding the study in the Bayview or Visitacion Valley. Mr. Rahaim responded that there were a couple community meetings recently held in the Potrero Hill area. Susan Gygi, Railyard Program Manager at the Planning Department, added that she had presented to various citizen advisory groups in that area but she had not presented in the Bayview.

Commissioner Peskin commented that as Commissioners of the Transportation Authority and as County Supervisors, they should be discussing who and what agency should lead the DTX project. He said that there had been some recent major changes at TJPA and suggested that when the Transbay Transit Center (TTC) was completed, the TJPA should only be responsible for maintaining the TTC. He said that city agencies needed to discuss how to make DTX a reality, as the underpinning of Proposition H and building the TTC was to extend Caltrain and high-speed rail to the terminal, and that otherwise the city will have built the most expensive bus terminal.

Commissioner Wiener agreed that before Phase 1 and the Transbay Transit Center was completed,

the city needed to have a discussion about the delivery of Phase 2. He said that the DTX project was not optional and that it needed to be a collaboration between the city and the region, and noted that it was also of statewide importance.

Commissioner Peskin commented that he was concerned that tying the removal of the I-280 segment with the DTX alignment could further delay the DTX project. He suggested separating the two projects to avoid years of delay and not fulfilling the mandate of Proposition H.

Commissioner Wiener commented that the removal of the I-280 segment and the DTX alignment should be based on full analysis, as the city and state would be living with the outcomes for the next century. He said that some of the arguments that were being made regarding the removal of the I-280 segment were the same arguments made about taking down The Embarcadero and Central Freeway, and that a particular DTX alignment should not be dismissed because of political difficulties.

Mr. Rahaim commented that given the scale of investment of the DTX project, it was worth looking at the removal of the I-280 segment at a high-level. He said another advantage of the study was to take a new look at what the best connection to the East Bay would be, as a second Transbay tube was in the future, and that whichever alignment was chosen should consider the connection to the East Bay.

There was no public comment.

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

Tilly Chang, Executive Director, recognized Vince Harris, Director of Capital Projects and Construction, for his extraordinary service to the City and County of San Francisco. She said Mr. Harris had previously served as Muni's Deputy General Manager of Construction from 1999 to 2005, where he oversaw the development of major capital improvement projects such as 3rd Street light-rail transit and the Muni Metro East Facility. She noted that he had also previously served as the Executive Director of the Alameda County Transportation Commission, and overall had served 35 years in the public sector with various organizations and committees.

Commissioner Cohen commented that the Board of Supervisors would be recognizing Mr. Harris in May.

There was no public comment.

Other Items

13. Introduction of New Items – INFORMATION

There was no public comment.

14. Public Comment

During public comment, Andrew Yip spoke regarding limitations of resources.

15. Adjournment

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



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RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

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

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

WHEREAS, On May 10, 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 new oppose positions on Assembly Bill First Extraordinary Session 24 (Levine) and Senate Bill 986 (Hill); 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

**Attachment 1
San Francisco County Transportation
Authority May 2016**

New Bills and Positions

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 |
|------------------------------|---|--|
| Watch | AB 2088 Linder R | Vehicles: hit-and-run accidents: pleas. Would require a 6-month suspension of driving privileges other than to and from work for any person who accepts a lesser charge of hit and run with property damage if the charge is a substitute for a charge of hit and run resulting in injury or death. |
| Watch | AB 2586 Gatto D | Parking. This bill would make a series of changes to the way local governments manage and enforce parking laws and is billed as a "Parking Bill of Rights" to address a variety of parking-related activities, including allowing parking at inoperable meters and prohibiting valet services from preventing use of public metered spaces. |
| Watch | AB 2602 Gatto D | Disabled parking placards. Intended to address disabled parking placard abuse, the bill creates a two-tiered disabled person parking system whereby only those persons with disabilities that severely limit mobility and dexterity may qualify for free and unlimited parking at metered spaces. |
| Oppose | ABX1 24 Levine D | Bay Area Transportation Commission: election of commissioners. Would consolidate the Metropolitan Transportation Commission and the Bay Area Toll Authority into a new Bay Area Transportation Commission with a directly elected board of commissioners based on districts of about 750,000 residents each, except that a district with a toll bridge within the boundaries of the district would elect 2 commissioners. |
| Watch | SB 951 McGuire D | Transportation: Golden State Patriot Passes Program. Would create a state program to provide free transit access for veterans with a pilot program of three transit operators. |
| Oppose | SB 986 Hill D | Vehicles: right turn violations. Would reduce the penalty for right turn on red violations from \$100 to \$35. SFMTA staff recommends opposing consistent with Vision Zero. Previous position was watch. |

Total New Bills in Tracking: 5

San Francisco County Transportation Authority
May 2016

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 new oppose positions on Assembly Bill First Extraordinary Session (ABX1) 24 (Levine) and Senate Bill (SB) 986 (Hill).

| 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. LA Metro is sponsoring this bill because holding bicycles for 90 days is impractical and costly. |
| AB 516 Amended: 7/6/2015 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. |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|--------------------------------------|---------------------------------|--|
| AB 620 Amended: 1/27/2016 pdf html | Hernández, Roger D (Dist 48) | High-occupancy toll (HOT) lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority (LACMTA) to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws. | Senate Transportation and Housing | Watch | Expands LACMTA authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income. Amended to allow LACMTA flexibility in providing low income assistance. |
| AB 779 Amended: 8/19/2015 pdf html | Garcia, Cristina D (Dist 58) | Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. | Senate Appropriations | Support, Work with Author | Latest amendment eliminates level of service (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 transportation network company (TNC) vehicles from "commercial vehicle" definition under certain conditions. The Metropolitan Transportation Commission (MTC) has adopted a support position on this bill. |

San Francisco County Transportation Authority

May 2016

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

San Francisco County Transportation Authority

May 2016

| 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 Rules | 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 would be for a single passenger riding alone. 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 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: 4/11/2016 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, and benefiting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level. | Assembly Appropriations | Watch | Increases requirement from 10% to 25% of GGFRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low-income households. We continue to work with the state to try and amend the DAC definition because it does not adequately reflect the disadvantaged communities of San Francisco. |
| 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 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 Dead | New - Recommend Delete from Matrix | This bill is intended to be a vehicle for negotiating GGFRF funds expenditures left over from 2015. |

San Francisco County Transportation Authority

May 2016

| 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 Dead | New - Recommend Delete from Matrix | Would exempt minor road repair projects from CEQA if carried out within existing right-of-way. |
| AB 1574 Amended: 4/12/2016 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 Appropriations | 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. Amended to delay the effective date to 2018. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|--|---|------------------------------------|----------------|--|
| <p>AB 1591</p> <p>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 Intercity 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</p> <p>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>Senate Rules</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> |

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|--|---|---|----------------------------|---|---|
| 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 AB 61 by same author to address the shuttle services' use of transit stops. SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones. |
| 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 Dead | New – Recommend Delete from Matrix | This bill expands limited speed (15 mph) zone to 1/4 mile of a school. |
| AB 1677 Amended: 4/20/2016 pdf html | Ting D (Dist 19) | Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol (CHP) to develop protocols, in consultation with representatives of local governments in jurisdictions where tour buses operate, for entering into memoranda of understanding with local governments to allow CHP, upon the request of the local government, to increase the number of the locally operating tour buses that are being inspected by the department. The bill would prohibit any inspection conducted pursuant to these provisions from being duplicative of any inspection conducted by the department to meet those specified existing inspection requirements. | Assembly Appropriations | Support | Expands on present CHP authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP. Amended to eliminate local inspections authority, but instead, to permit local entity to enter into agreement with CHP to increase number of buses inspected. |

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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 Transportation and Housing | 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, the Livermore Amador Valley Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 7 entities described above, subject to the same conditions and requirements. | Senate Rules | 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 has taken 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. Bill held in committee. |

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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 to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation. | Assembly Appropriations Suspense File | 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 2071 (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. | Senate Rules | 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: 4/11/2016 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. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.</p> | <p>Assembly Appropriations</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 (STIP), 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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|--|---|--|--------------------------------|--------------|---|
| <p>AB 1833 Amended: 4/25/2016 pdf html</p> | <p>Linder R (Dist 60)</p> | <p>Transportation projects: environmental mitigation. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.</p> | <p>Assembly Appropriations</p> | <p>Watch</p> | <p>This bill is similar to a provision in the Governor's Transportation Plan that will facilitate approval of transportation projects in the CECQA analysis phase. While the Governor's plan contains a funding commitment for the Advanced Mitigation Program (AMP), this bill does not. While most local Conservation Plans have been developed utilizing local resources to fund implementation, there remains value to the concept in the bill as it compels coordination by state agencies to assist in the necessary approvals.</p> |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|--------------------------------|-----------------------|--|
| <p>AB 1851 Amended: 4/13/2016 pdf html</p> | <p>Gray D (Dist 21)</p> | <p>Vehicle air pollution: reduction incentives. Would, for purposes of the Clean Vehicle Rebate Project, require the State Air Resources Board, until January 1, 2026, to provide specified rebate amounts for battery electric vehicles, fuel-cell vehicles, and plug-in hybrid electric vehicles and to implement a process to allow eligible applicants to obtain prompt preapproval from the state board prior to purchasing an eligible vehicle, as specified.</p> | <p>Assembly Appropriations</p> | <p>Seek Amendment</p> | <p>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.</p> <p>This bill was amended to remove the rebate program limitation to vehicles that cost less than \$60,000. The amendment restricts the rebate to the first \$60,000 in value for eligible vehicles.</p> <p>We are seeking an 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.</p> |
| <p>AB 1866 Introduced: 2/10/2016 pdf html</p> | <p>Wilk R (Dist 38)</p> | <p>High-speed rail bond proceeds: redirection: water projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p> | <p>Assembly Transportation</p> | <p>Oppose</p> | <p>Essentially brings the High Speed Rail Project to an end by transferring remaining bond funds to pay off bond debt.</p> <p>Failed passage but reconsideration granted by committee.</p> |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|----------------------------------|---|---|
| AB 1886 Introduced: 2/11/2016 pdf html | McCarthy 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 Consent Calendar | Watch | This is a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District |
| AB 1908 Amended: 3/17/2016 pdf html | Harper R (Dist 74) | High-occupancy vehicle lanes. 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 of Transportation. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements. | Assembly Dead | New - Recommend Delete from Matrix | 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. |

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| <p>AB 1938</p> <p>Introduced: 2/12/2016 pdf html</p> | <p>Baker R (Dist 16)</p> | <p>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.</p> | <p>Assembly Transportation</p> | <p>Watch</p> | <p>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.</p> <p>Failed passage, committee granted reconsideration.</p> |
| <p>AB 1964</p> <p>Amended: 4/11/2016 pdf html</p> | <p>Bloom D (Dist 50)</p> | <p>High-occupancy vehicle (HOV) lanes: vehicle exceptions. Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.</p> | <p>Assembly Third Reading</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>MTC has adopted an oppose unless amended position, unless the number of stickers is capped, with a sunset date no later than the end of 2021.</p> |

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|--|---|--|----------------------------|----------|---|
| AB 1982 Amended: 4/12/2016 pdf html | Bloom D (Dist 50) | California Transportation Commission: membership. Would expand the membership of the California Transportation Commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, communities with diverse racial and ethnic populations and communities with low-income populations. | Assembly Transportation | Watch | Originally authorized that cap and trade funds may be expended on traffic signal synchronization projects. Amended to expand CTC membership. Failed passage in committee, granted reconsideration Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis. |
| AB 2014 Amended: 4/13/2016 pdf html | Melendez R (Dist 67) | Freeway Service Patrol Program Assessment: workload study. Would, by June 20, 2018, and every 5 years thereafter, require the Department of Transportation to publish and submit to the Legislature and the Department of Finance, as specified, a statewide Freeway Service Patrol Program Assessment that would, among other things, identify, quantify, and analyze existing freeway service patrols, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program, as specified. | Assembly Appropriations | Watch | |
| 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. | Senate | 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. Failed passage, committee granted reconsideration. |

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|--|---|---|--|------------------------------|---|
| <p>AB 2088 Amended: 4/27/2016 pdf html</p> | <p>Linder R (Dist 60)</p> | <p>Vehicles: hit-and-run accidents: pleas. This bill would require a prosecutor who agrees to accept a plea of guilty or nolo contendere from a defendant for a charge of hit and run with property damage, in satisfaction or as a substitute for a charge of hit and run resulting in injury or death of a person, to state on the record whether the defendant was involved in an accident in which a person was injured. The bill would require the prosecutor's statement to occur prior to the defendant's waiver of the right to a jury trial. The bill would also require the judge to inform the defendant of the consequences described below prior to accepting the defendant's plea of guilty or nolo contendere under these circumstances. If the court accepts the plea and the prosecutor's statement stipulates or does not contest the fact that the defendant was driving the vehicle that caused injury to another individual, the bill would require the court to immediately suspend the convicted person's driving privileges for a period of 6 months, restrict the convicted person's driving privileges to employment purposes only, as specified, for no more than 6 months, or order the convicted person to complete community service, as the court deems appropriate.</p> | <p>Assembly 3rd Reading</p> | <p>New – Recommend Watch</p> | <p>This bill would require the court to suspend the driving privilege for six months, or impose an appropriate period of community service, for any person who pleads guilty or nolo contendere (no contest) to a hit and run with property damage, if the charge is a substitute for, or in satisfaction of, a charge of hit and run resulting in injury or death.</p> |
| <p>AB 2090 Amended: 4/7/2016 pdf html</p> | <p>Alejo D (Dist 30)</p> | <p>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.</p> | <p>Assembly Appropriations Suspense File</p> | <p>Watch</p> | <p>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.</p> |

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|--|--|---|----------------------------|----------|---|
| AB 2094 Amended: 3/18/2016 pdf html | Obernolte 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 | 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. |
| 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 Third Reading | Support | Expands the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system. |

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| 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 Appropriations Suspense File | Watch | Directs the new federal aid funds in the national freight program to the Trade Corridors account. MTC has adopted 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 Amended: 4/6/2016 pdf html | Holden D (Dist 41) | Greenhouse Gas Reduction Fund: Transit Pass Program. 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 require that funding be allocated by the Controller, as specified, upon a determination by the Department of Transportation that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements. | Assembly Appropriations Suspense File | Watch | Requires \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes. |
| AB 2289 Introduced: 2/18/2016 pdf html | Frazier D (Dist 11) | Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program 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. | Senate | Support | This bill is based on a recent recommendation by the CTC in its annual report. The bill would add capital projects to improve highway operations as eligible for use of state highway funds. Examples include: lane management systems, changeable message signs, ramp meters, and similar devices and facilities specifically focused on improving operations. |

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| AB 2292 Amended: 4/14/2016 pdf html | Gordon D (Dist 24) | California Global Warming Solutions Act of 2006: disadvantaged communities. Would require the California Environmental Protection Agency (CalEPA), no later than July 1, 2017, to update the California Communities Environmental Health Screening Tool to include specified factors, using the best-available data, when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan. | Assembly Appropriations | Watch | 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. |
| AB 2332 Amended: 4/5/2016 pdf html | Garcia, Eduardo D (Dist 56) | Transportation funding: complete streets. Would require the Department of Transportation to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. The bill would establish department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by non-automobile modes of travel, as specified. | Assembly Dead | New - Recommend Delete from Matrix | Originally compelled the CTC to prioritize scarce state highway funds for meeting mobility and safety needs of disadvantaged communities. Now amended to refer to complete streets but failed to meet mandated state deadlines. |
| AB 2343 Amended: 4/27/2016 pdf html | Garcia, Cristina D (Dist 58) | Greenhouse Gas Reduction Fund: study. Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the Greenhouse Gas Reduction Fund. This bill would require the department to include additional data in that annual report, as specified. | Assembly Appropriations | Watch | Amended to require the Department of Finance to provide an annual status report on Cap and Trade projects. Previously was spot bill. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|---|--|------------------|---|--|
| 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 Dead | New - Recommend Delete from Matrix | Requires Caltrans to mitigate noise along intercity rail passenger lines. |
| 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. | Senate Rules | 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 SFCTA is leading on behalf of the Treasure Island Development Authority. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|---|---|---|---|
| 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 Appropriations Suspense File | Watch | Recaptures approximately \$45 million annually that has been dedicated to the general fund to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans. |
| AB 2452 Amended: 4/11/2016 pdf html | Quirk D (Dist 20) | California Council on Science and Technology: contracting. Current law generally requires contracts by the state for the acquisition of goods and services be awarded pursuant to various procedures and requirements. Current law exempts specified projects and types of contracts from those procedures and requirements. The California Council on Science and Technology is a nonpartisan, impartial, not-for-profit corporation, created in 1988 by legislative resolution. This bill would authorize state entities, as defined, to enter into contracts with the council for the council's assistance in translating scientific studies to inform public policy. | Assembly Dead | New - Recommend Delete from Matrix | The bill previously prohibited 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. Amended to deal with non-transportation issues. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|--------------------------------------|--|-------------------------|----------|---|
| AB 2509 Amended: 4/6/2016 pdf html | Ting 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. Current law further authorizes a person operating a bicycle upon a roadway of a highway that carries traffic in one direction only and has two or more marked traffic lanes to ride as close to the left-hand curb or edge of that roadway as practicable. This bill would expand the exceptions to riding as close as 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. | Senate Rules | 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. Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project. | Assembly Appropriations | Watch | This author is attempting to compel transportation agencies to consider “reversible lanes” when developing a capacity-increasing roadway project. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--------------------------------------|--|-------------------------|-----------------------|---|
| AB 2586 Amended: 4/6/2016 pdf html | Gatto D (Dist 43) | <p>Parking. Existing law authorizes parking, for up to the posted time limit, in any parking space that is regulated by an inoperable parking meter or an inoperable parking payment center, as defined, until January 1, 2017. Existing law prohibits, until January 1, 2017, a local authority from enacting an ordinance or resolution prohibiting or restricting the parking of vehicles under the above circumstances.</p> <p>This bill would delete the January 1, 2017, date of repeal for the above provisions, and thus extend those provisions indefinitely.</p> <p>This bill would prohibit a person providing valet parking services in a business district from prohibiting a vehicle from parking in any otherwise available parking space regulated by a parking meter, or from stopping or standing for the purpose of loading or unloading passengers in any space or area that has been designated for that purpose. This bill would prohibit a local authority that contracts with a private entity to enforce parking regulations from promoting designated incentives in connection with the issuance of violation notices.</p> | Assembly Appropriations | New – Recommend Watch | <p>This bill would make a series of changes to the way local governments manage and enforce parking laws and is billed as a “Parking Bill of Rights” to address a variety of parking-related activities, including allowing parking at inoperable meters and prohibiting valet services from preventing use of public metered spaces.</p> <p>SFMTA is considering a support position on this bill if it is amended to restrict free parking at broken meters to two hours in order to reduce the incentive for vandalism at parking meters without time limits.</p> |
| AB 2602 Amended: 4/4/2016 pdf html | Gatto D (Dist 43) | <p>Disabled parking placards. This bill would delete the authority of a disabled person or disabled veteran who has been issued a placard as described above to park for an unlimited period in restricted zones and to park in metered spaces without parking meter fees. The bill would also authorize specified disabled persons and disabled veterans to apply for a free-parking sticker, which, when properly affixed to the distinguishing placard, additionally would authorize the owner to park in any metered parking space, as defined, without being required to pay fees and for an unlimited period of time.</p> | Assembly Appropriations | New – Recommend Watch | <p>The bill creates a two-tiered disabled person parking system whereby only those persons with disabilities that severely limit mobility and dexterity may qualify for free and unlimited parking at metered spaces.</p> <p>SFMTA is considering a support position on this bill as it is consistent with the recommendations made by the Accessible Parking Policy Advisory Committee stakeholder group.</p> |

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| Bill # | Author | Description | Status | Position | Comments |
|--|---|--|---|----------|---|
| AB 2722 Introduced: 2/19/2016 pdf html | Burke D (Dist 62) | <p>Transformative Climate Communities Program.</p> <p>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.</p> | Assembly Natural Resources | Watch | <p>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.</p> <p>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.</p> |
| AB 2742 Introduced: 2/19/2016 pdf html | Nazarian D (Dist 46) | <p>Transportation projects: comprehensive development lease agreements.</p> <p>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.</p> | Assembly Appropriations Suspense File | Watch | Extends public-private partnership (P3) authority to 2030 from 2017. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|--|---|---|----------|--|
| AB 2783 Amended: 4/25/2016 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 consider revisions to the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area, as specified, and to provide a written explanation to the Assembly Committee on Housing and Community Development by March 1, 2017, if the council determines that it will not make the revisions. | Assembly Appropriations | Watch | Amended to require that the SGC 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 has adopted 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 Amended: 4/4/2016 pdf html | Bloom D (Dist 50) | 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 and a minimum of 10% of all available Active Transportation Program funds to be programmed for non-infrastructure purposes, except as provided. | Assembly Appropriations Suspense File | Watch | Dedicates 5% of current funding for distributing Active Transportation Program allocation for award to DACs for planning and community engagement. This bill includes a new minimum award requirement of 5% of funds for planning projects. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|-------------------------|----------|---|
| AB 2847 Amended: 4/11/2016 pdf html | Patterson R (Dist 23) | High-Speed Rail Authority: reports. Current law requires the High-Speed Rail Authority (HSRA), on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes. | Assembly Appropriations | Watch | Amended to require that the HSRA business plan to provide financial projections for each segment in the system. Previously would have authorized a Caltrans pilot program to transfer operations and maintenance responsibility on specific state highways to local jurisdictions. |
| 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 SBX1 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 |
|---|---|--|----------------|----------|---|
| ABX1 6 Introduced: 7/16/2015 pdf html | Hernández, Roger D (Dist 48) | Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. | Assembly Print | Oppose | The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas. |
| ABX1 7 Introduced: 7/16/2015 pdf html | Nazarian D (Dist 46) | Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws. | Assembly Print | Support | The bill would seek to increase cap and trade revenues to 2 transit programs (1) rail capital and (2) transit operations. This bill is the same as SBX1 8 (Hill) |
| ABX1 8 Introduced: 7/16/2015 pdf html | Chiu D (Dist 17) | Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions. | Assembly Print | Support | The bill seeks to increase State transit assistance funds by increasing the sales tax rate and diesel. This bill is the same as SBX1 7 (Allen). |

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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. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|----------------|----------|--|
| 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. |
| 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. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|---|----------------|----------|--|
| ABX1 17 Introduced: 8/31/2015 pdf html | Achadjian R (Dist 35) | Greenhouse Gas Reduction Fund: state highway operation and protection program (SHOPP). 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 SHOPP. | Assembly Print | Oppose | This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources. |
| 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. Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes. | Assembly 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. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|----------------|------------------------------|--|
| ABX1 21 Introduced: 8/31/2015 pdf html | Oberholte 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. |
| ABX1 24 Introduced: 9/11/2015 pdf html | Levine D (Dist 10) | Bay Area Transportation Commission: election of commissioners. This bill, effective January 1, 2017, would re-designate the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's (BATA's) status as a separate entity from the MTC and merge the authority into the Bay Area Transportation Commission. | From Printer | New – Recommend Oppose | The author introduced this bill to address his perception that MTC, as an appointed body, does not adequately reflect the mobility and planning needs of the San Francisco Bay region. His solution is to require that MTC merge with BATA and report to an elected body. We are recommending an oppose position because the proposed new structure would likely upset the current balance of urban and non-urban interests on the MTC in favor of the suburbs - and would have the effect of disadvantaging San Francisco and making it even harder to do effective regional planning. |

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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). SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones. |
| 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 |
|--|---|---|---------------------------------|----------------|---|
| <p>SB 321</p> <p>Amended: 8/18/2015 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>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.</p> | <p>Senate Inactive File</p> | <p>Support</p> | <p>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.</p> <p>MTC has adopted a support position on this bill.</p> |
| <p>SB 344</p> <p>Amended: 6/23/2015 pdf html</p> | <p>Monning D (Dist 17)</p> | <p>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.</p> | <p>Assembly 2 year</p> | <p>Watch</p> | <p>MTC has adopted a support position on this bill.</p> |
| <p>SB 433</p> <p>Amended: 5/7/2015 pdf html</p> | <p>Berryhill R (Dist 8)</p> | <p>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.</p> | <p>Assembly 2 year</p> | <p>Watch</p> | <p>Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.</p> |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|--------------------------|-----------------|--|
| SB 564 Introduced: 2/26/2015 pdf html | Cannella R (Dist 12) | Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified. | Assembly 2 year | Support | Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor. SFMTA has also adopted a support position on this bill. |
| SB 773 Amended: 6/23/2015 pdf html | Allen 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. |
| SB 812 Amended: 4/27/2016 pdf html | Hill D (Dist 13) | Charter-party carriers of passengers: passenger stage corporations: private carriers of passengers. Would require the Department of the California Highway Patrol, if a tour bus or modified limousine carrier has received an unsatisfactory compliance rating for a 3 consecutive terminal inspections, as specified, to recommend to the Public Utilities Commission that the carrier's operating authority be suspended, denied, or revoked, or to the United States Department of Transportation that appropriate administrative action be taken against the carrier's interstate operating authority, whichever is appropriate. | Senate Appropriations | 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. |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|--|---|--|----------------|--|
| <p>SB 824</p> <p>Amended: 4/11/2016 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>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.</p> | <p>Senate Appropriations</p> | <p>Support</p> | <p>The bill is intended to permit transit agencies more flexible use of formula transit funds from Greenhouse Gas Reduction Fund. MTC has adopted a support and seek amendment position on this bill, to broaden the definition of disadvantaged communities.</p> |
| <p>SB 882</p> <p>Introduced: 1/15/2016 pdf html</p> | <p>Hertzberg D (Dist 18)</p> | <p>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.</p> | <p>Senate Appropriations Suspense File</p> | <p>Watch</p> | <p>This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation.</p> |
| <p>SB 885</p> <p>Amended: 4/18/2016 pdf html</p> | <p>Wolk D (Dist 3)</p> | <p>Construction contracts: indemnity. Would specify, with certain exceptions, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits 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 or lawsuits against any other person or entity arising from a construction project, except that person's 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.</p> | <p>Senate Judiciary</p> | <p>Oppose</p> | <p>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.</p> |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|---|---|---|
| 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 Dead | New – Recommend Delete from Matrix | Provides direction to Caltrans to expand advanced mitigation for transportation projects. |
| 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 Dead | New – Recommend Delete from Matrix | Amends the state law that permits Caltrans to oversee the National Environmental Protection Act (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. |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|-------------------------------------|------------------------|---|
| SB 951 Amended: 4/26/2016 pdf html | McGuire D (Dist 2) | Transportation: Golden State Patriot Passes Program. This bill would create the Golden State Patriot Passes Program to be administered by the Department of Transportation (Caltrans) to provide veterans with free access to transit services. The bill would require the department, in coordination with the State Air Resources Board, to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would reduce greenhouse gas emissions, increase veteran mobility and fulfill specified requirements. The bill would require the department to select 3 transit operators to participate in the program. | Senate Appropriations | New – Recommend Watch | Creates the Golden State Patriot Passes Program, administered by Caltrans, to provide free access to transit services for veterans and requires Caltrans, by January 1, 2018, to select three transit operator applicants to receive program funding. |
| SB 986 Amended: 4/12/2016 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 Appropriations Suspense File | New – Recommend Oppose | 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. SFMTA intends to seek an oppose position on this bill because of its potential to work against the city's Vision Zero goals. |
| SB 998 Amended: 4/6/2016 pdf html | Wierkowski D (Dist 10) | Vehicles: mass transit guideways. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Senate Appropriations | Watch | Expands restrictions on vehicles from stopping at certain locations to include transit guideways. |

San Francisco County Transportation Authority
May 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---|--|---------------|-----------------|--|
| SB 1066 Introduced: 2/16/2016 pdf html | Beall D (Dist 15) | Transportation funds: fund estimates. Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program (STIP), and requires the 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. | Assembly | Support | Adds new Federal transportation funds to revenues that must be included revenues estimate for the STIP. |
| SB 1128 Introduced: 2/17/2016 pdf html | Glazer D (Dist 7) | 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. | Assembly Desk | Support | Extends the commute benefits ordinance authority for MTC/ABAG indefinitely. MTC has taken a support position on this bill. |
| SB 1141 Amended: 4/5/2016 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, may be 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 Dead | 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. Failed passage, committee granted reconsideration. |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---------------------------------------|--|-----------------------|---|--|
| 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 Amended: 4/21/2016 pdf html | Runner R (Dist 21) | Vehicles: toll payment: veterans. Would exempt vehicles registered to 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 Appropriations | 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. |
| SB 1320 Introduced: 2/19/2016 pdf html | Runner R (Dist 21) | California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws. | Senate Dead | New – Recommend Delete from Matrix | MTC has adopted an oppose position on this bill. Provides for the independence of the CTC. This bill is similar to AB 1364 (Linder), ABX 19 (Linder) and SBX1 12 (Runner). |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|--|---|------------------------------|-------------------------------------|---|
| <p>SBX11 Amended: 4/21/2016 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>Transportation funding: environmental mitigation: oversight. 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.</p> <p>The recent amendments included significant new revenues for transportation, including transit. The amended bill eliminates the Board of Equalization's annual adjustment of the gas excise tax, raises the gas excise tax 6 cents per gal., and indexes it to inflation. It also raises the diesel excise tax by 22 cents per gallon and sales tax by 5.25%. The VRF is increased by \$35, and new annual \$100 zero-emission vehicles fee and annual road access fee of \$35 per vehicle are introduced. Additional cap and trade funds are dedicated to the Transit and Intercity Rail Capital program and to the Low Carbon Transit Operations Program.</p> | <p>Senate Appropriations</p> | <p>Support/ Seek Amendments</p> | <p>Latest amendments reflect a major new state/local transportation funding bill. It would provide \$5.5 billion annually and \$1 billion in one-time revenue to fund state and local road repair, transit capital and operations, trade corridors, and job training.</p> |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|--|---|---|---------------|---|
| <p>SBX12</p> <p>Introduced: 6/30/2015 pdf html</p> | <p>Huff R (Dist 29)</p> | <p>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.</p> | <p>Senate Transportation and Infrastructure Development</p> | <p>Oppose</p> | <p>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.</p> <p>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.</p> <p>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.</p> |
| <p>SBX14</p> <p>Amended: 9/4/2015 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p> | <p>Senate Conference Committee</p> | <p>Watch</p> | <p>This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.</p> |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|--------------------------------------|---|--------------------------|----------|---|
| 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). |
| SBX1 8 Introduced: 7/16/2015 pdf html | Hill D (Dist 13) | Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws. | Senate Appropriations | Support | The bill would increase cap and trade funding dedicated to (1) transit capitol (2) transit operation. Bill is the same as ABX1 7 (Nazarian). |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|---|--------------|--|
| <p>SBX110</p> <p>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>SBX111</p> <p>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> |
| <p>SBX112</p> <p>Amended: 8/20/2015 pdf html</p> | <p>Runner R (Dist 21)</p> | <p>California Transportation Commission (CTC). Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p> | <p>Senate Appropriations</p> | <p>Watch</p> | <p>Re-establishes independence of CTC from the Transportation Agency. This bill is similar to AB 1364 (Linder), ABX119 (Linder), and SB 1320 (Runner).</p> |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---|--|--|------------------------------------|---|
| 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. |
| SCA 5 Amended: 4/12/2016 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 | New – Recommend Delete from Matrix | The original bill specified that the voter approval requirement is 55% for local government special taxes. This bill no longer applies to the local government tax thresholds for special taxes. |

San Francisco County Transportation Authority

May 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|-------------------------------------|---|-----------------------|----------|---|
| 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: 122

Total Tracking Forms: 122



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RESOLUTION APPOINTING ASHER BUTNIK AND ALEXANDER POST TO THE GEARY CORRIDOR BUS RAPID TRANSIT CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

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

WHEREAS, There are currently two vacancies on the GCAC for a representative of the Richmond area and a representative of at-large interests; and

WHEREAS, At its May 17, 2016 meeting, after review and consideration of all applicants' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Asher Butnik to the Richmond seat and Alexander Post to the at-large seat, to serve on the GCAC for two-year terms; now, therefore, be it

RESOLVED, That the Transportation Authority hereby appoints Asher Butnik and Alexander Post to serve on the GCAC for two-year terms; and be it further


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




Memorandum

Date: 05.12.16 **RE:** Plans and Programs Committee
May 17, 2016

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

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

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

Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There are two vacancies on the GCAC for a representative of the Richmond area and a representative of at-large interests. The vacancies are due to the term expirations of Margie Hom Brown and Jonathan Foerster, who are both not seeking reappointment. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 35 candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

BACKGROUND

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

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

- Advise on the study scoping to identify the alternatives for analysis;
- Advise on the selection of a preferred alternative based on project benefits and expected environmental impacts;

- Advise on strategies to mitigate any negative environmental impacts; and
- Advise on strategies for effective outreach and assist with outreach to neighborhoods and other stakeholders.

In February 2008, through Resolution 08-56, the Transportation Authority Board established the structure for the GCAC. In October 2013, the Board increased the number of seats on the GCAC from eleven to thirteen. Appointed individuals are to reflect a balance of interests, including residents, businesses, transportation system users, and advocates. Each member is appointed to serve for a two-year term.

DISCUSSION

The purpose of this memorandum is to present the applications received for the GCAC and to seek a recommendation to appoint two members to the GCAC for two-year terms. The vacant seats on the GCAC are for a representative of the Richmond area and a representative of at-large interests. The vacancies are due to the term expirations of Margie Hom Brown and Jonathan Foerster, who are both not seeking reappointment. The current GCAC membership and structure are shown in the table below:

| Geographic Representation | Seats on GCAC | Term Expires | Member(s) |
|---------------------------|---------------|--|--|
| Richmond | 3 | Apr 2016 Feb 2017 Sep 2017 | J. Foerster (expiring term) A.P. Miller J. Fong |
| Japantown/Fillmore | 3 | Sep 2017 Jan 2018 Jan 2018 | B. Horne R. Hashimoto W. Newsom |
| Tenderloin/Downtown | 2 | Jul 2017 Sep 2017 | K. Stull P. Gallotta |
| At-Large | 5 | Apr 2016 Dec 2016 Sep 2017 Sep 2017 Oct 2017 | M. H. Brown (expiring term) W. Parsons C. Bakir J. John P. Chan |

Recruitment: We solicited GCAC applications in March 2016 through the Transportation Authority's website and social media accounts, Commissioners' offices, and an email blast to community members and organizations with interest in the Geary corridor. Applications are also accepted on a rolling basis on the Transportation Authority's website.

Applicant Pool: We have received applications from 35 candidates, including the one member seeking reappointment. Attachment 1 provides a matrix summarizing the applications, including information about each person's affiliation to and interest in the Geary Corridor BRT project. Applicants were informed of the opportunity to speak on behalf of their candidacies at the May 2016 Plans and Programs Committee meeting. Applicants were advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not

make recommendations on these appointments.

ALTERNATIVES

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

CAC POSITION

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

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend appointment of two members to the GCAC.

Attachments (2):

1. Geary BRT CAC Members
2. Geary BRT CAC Applicants for Richmond and At-Large Seats

Enclosure:

1. Geary BRT CAC Applications for Richmond and At-Large Seats

Attachment 1. Geary BRT Citizens Advisory Committee Members, May 2016

| Term Expiration | Name | Corridor Relationship / Interest / Affiliation | | | | Residence | | Work | | Self-Identified: | | | | | |
|--------------------------------------|---------------------|--|----------|----------|---------|-------------|----------|--|-------|--|--------------|--------------------------------|--------------|-------------|-----------|
| | | Resident | Business | Employee | Transit | Environment | Disabled | Senior | Other | District | Neighborhood | District | Neighborhood | Gender | Ethnicity |
| Richmond (3 seats, 1 vacancy) | | | | | | | | | | | | | | | |
| Apr. 2016 | Jonathan Foerster | x | | | x | | | | | 1 | Richmond | | | M | n/a |
| Feb. 2017 | Angela Paige Miller | x | x | | x | x | | Pedestrian, bicycling advocate | 1 | Inner Richmond | | Stanford | F | Caucasian | |
| Sep. 2017 | Joanna Fong | x | | x | | | | | 1 | Richmond | | | F | Chinese | |
| Japantown/Fillmore (3 seats) | | | | | | | | | | | | | | | |
| Sep. 2017 | Benjamin Horne | x | x | | x | | | | 5 | Lower Pac Heights/Upper Fillmore | 3 | Union Square/Lower Pac Heights | M | n/a | |
| Jan. 2018 | Richard Hashimoto | x | x | | | x | | Pedestrian advocate | n/a | Vallejo, CA (part-time in W. Addition) | 5 | Western Addition | M | Asian | |
| Jan. 2018 | William Newsom | x | x | | x | | | Bicycling advocate | 5 | Western Addition | 3 | Financial District | M | n/a | |
| Tenderloin/Downtown (2 seats) | | | | | | | | | | | | | | | |
| Jul. 2017 | Kevin Stull | x | | x | | | | Central City SRO Collaborative; Pedestrian Safety Advisory Committee | 6 | Tenderloin | 6 | Tenderloin | M | Caucasian | |
| Sep. 2017 | Peter Gallotta | x | | | x | | | LGBT | 6 | Tenderloin | 6 | Civic Center | M | n/a | |
| At-Large (5 seats, 1 vacancy) | | | | | | | | | | | | | | | |
| Apr. 2016 | Margie Hom Brown | x | | | x | | | Chinese speakers | 1 | Richmond | | | F | Chinese | |
| Dec. 2016 | Winston Parsons | x | | | x | | | Pedestrian and bicycle advocate | 2 | Inner Richmond/Jordan Park | 6 | SOMA | M | n/a | |
| Sep. 2017 | Jolsna M John | x | | | x | | | Pedestrian advocate | 2 | Lower Pac Heights | | | F | South Asian | |

| Term Expiration | Name | Corridor Relationship / Interest / Affiliation | | | | | | | | Residence | | Work | | Self-Identified: | | |
|-----------------|-------------|--|----------|----------|---------|-------------|----------|--------|-------|-----------------------------------|--------------|----------------|--------------|------------------|-----------|---------------|
| | | Resident | Business | Employee | Transit | Environment | Disabled | Senior | Other | District | Neighborhood | District | Neighborhood | Gender | Ethnicity | |
| Sep. 2017 | Cyndi Bakir | x | | x | x | x | | | x | Pedestrian and bicycling advocate | 1 | Inner Richmond | 1 | Richmond | F | Euro-American |
| Oct. 2017 | Paul Chan | x | x | | x | | | | | | 1 | Richmond | 1 | Richmond | M | n/a |

Note: Dark shading denotes members with current term expirations.

Attachment 2. Geary BRT Citizens Advisory Committee Applicants, May 2016

| Applicant Status | Name | Corridor Relationship / Interest / Affiliation | | | | | | Residence | | Work | | Self-Identified: | | | |
|--------------------------------------|------------------|--|----------|----------|---------|-------------|----------|-----------------------------------|-------|----------------------------|----------------|------------------|--------------------|--------|-------------------|
| | | Resident | Business | Employee | Transit | Environment | Disabled | Senior | Other | District | Neighborhood | District | Neighborhood | Gender | Ethnicity |
| Richmond (3 seats, 1 vacancy) | | | | | | | | | | | | | | | |
| Applicant* | Matthew Alvarez | x | | | x | | x | | | 1 | Inner Richmond | 3 | Financial District | M | Latino |
| Applicant | Tom Barton | x | | | x | | | x | | 1 | Richmond | | | M | |
| Applicant* | Nelson Bonilla | x | | x | | | | | | 1 | Inner Richmond | 6 | SOMA | M | Latino |
| Applicant* | Asher Butnik | x | | x | x | | | Pedestrian advocate | | 1 | Richmond | 1 | Richmond | | |
| Applicant* | Jamie Choy | x | | | x | | | Pedestrian advocate | 2 | Sea Cliff / Outer Richmond | | | Oakland | M | Chinese-Caucasian |
| Applicant* | Sascha Cohen | x | x | | x | | | Bicycling and pedestrian advocate | 1 | Inner Richmond | 5 | | Inner Sunset | | |
| Applicant* | Gilbert Dair | x | | | | | x | | 1 | Richmond | 9 | | Mission | | |
| Applicant* | Peter Geiler | x | | | x | | x | | 1 | Richmond | | | | M | |
| Applicant* | Emily Grimm | x | x | x | x | x | | Pedestrian advocate | 1 | Outer Richmond | 6 | | Financial District | F | Caucasian |
| Applicant* | Rene Hinojosa | x | x | | | | | | 1 | Richmond | 3 | | Financial District | M | Latino |
| Applicant* | Neal Johnson | x | x | | x | | | Pedestrian advocate | 1 | Richmond | 1 | | Richmond | M | Caucasian |
| Applicant | Jason Jungreis | x | | | x | x | | | 1 | Outer Richmond | 3 | | Financial District | M | Caucasian |
| Applicant* | Patrick Kennedy | x | x | | x | | | | 1 | Inner Richmond | 3 | | Russian Hill | M | Caucasian |
| Applicant | Sanford Kingsley | x | x | | x | | | | 2 | Richmond | 1 | | Richmond | M | Caucasian |
| Applicant* | Brian Larkin | x | x | | x | | x | | 1 | Outer Richmond | 1 | | Outer Richmond | M | |
| Applicant | Kate Lazarus | x | x | x | x | | | | 1 | Richmond | 3 | | Jackson Square | F | Caucasian |
| Applicant* | David Lee | x | x | | x | | x | | 1 | Richmond | 1 | | Richmond | M | Chinese |

| Applicant Status | Name | Corridor Relationship / Interest / Affiliation | | | | | | Residence | | | Work | | | Self-Identified: | | |
|---|---------------------------|--|----------|----------|---------|-------------|----------|-------------------------|-------|----------|---------------------------|----------------|--------------------|------------------|--------------|---------|
| | | Resident | Business | Employee | Transit | Environment | Disabled | Senior | Other | District | Neighborhood | District | Neighborhood | District | Neighborhood | Gender |
| Applicant* | Thomas Ma | x | | | x | | | x | | | 1 | Outer Richmond | 6 | Downtown | M | Chinese |
| Applicant* | Dylan MacDonald | x | | | | x | | | | 1 | Inner Richmond | 6 | SOMA | | | |
| Applicant* | Suzie Moy | x | x | | | x | | x | | 1 | Richmond | | | F | Asian | |
| Applicant* | Bozhena Palatnik | x | | | x | | | Pedestrian advocate | | 1 | Outer Richmond | | Belmont, CA | F | | |
| Applicant | Jay Seiden | x | | | x | | | | | 1 | Richmond | 3 | Downtown | M | | |
| Applicant* | Daniel Sisson | x | x | | x | | | SF Transit Riders Union | | 1 | Inner Richmond | 3 | Financial District | M | | |
| Applicant* | Victoria Stephens | x | | | x | | x | | | 1 | Lower Richmond | | | F | Caucasian | |
| Applicant* | Ventsislav Stoichev | x | | | x | | | | | 1 | Central Richmond | 3 | Financial District | | | |
| Applicant* | Joe Strella | x | | | x | | | Pedestrian advocate | | 1 | Inner Richmond | | San Bruno | M | | |
| Applicant* | Alexei Nikolaeff-Svensson | x | x | | x | | | Bicycling advocate | | 1 | Inner Richmond | 1 | Inner Richmond | | | |
| Applicant* | Mark Valentine | x | x | | x | | | Pedestrian advocate | | 1 | Richmond | 1 | Richmond | | | |
| Applicant* | Kevin Watkins | x | x | | x | | | Bicycling advocate | | 1 | Inner Richmond | | SOMA | M | Caucasian | |
| Applicant* | Oleg Zhoglo | x | x | | x | | | | | 1 | Outer Richmond | 6 | SOMA | M | | |
| Japantown/Fillmore (3 seats, 0 vacancies) | | | | | | | | | | | | | | | | |
| Applicant* | Lotus Yee Fong | x | x | | x | | | Pedestrian advocate | | 5 | Western Addition | | | F | Asian | |
| Tenderloin/Downtown (2 seats, 0 vacancies) | | | | | | | | | | | | | | | | |
| No applicants. | | | | | | | | | | | | | | | | |
| At-Large (5 seats, 1 vacancy) | | | | | | | | | | | | | | | | |
| Applicant | Ceci de la Montanya | x | x | | x | | | | | 2 | Jordan Park | 2 | | F | | |
| Applicant | Alexander Post | x | | | x | | | | | 2 | Presidio / Laurel Heights | | | | | |

| Applicant Status | Name | Corridor Relationship / Interest / Affiliation | | | | | | | Residence | | | Work | | Self-Identified: | | |
|------------------|----------------|--|----------|----------|---------|-------------|----------|--------|-----------|----------|--------------|----------|--------------------|------------------|--------|-----------|
| | | Resident | Business | Employee | Transit | Environment | Disabled | Senior | Other | District | Neighborhood | District | Neighborhood | District | Gender | Ethnicity |
| Applicant* | Elliott Talbot | | | x | x | | | | | 2 | Marina | 3 | Financial District | | | |
| Applicant* | Jeffrey Wood | x | x | | | x | | | | 8 | Noe Valley | 8 | Noe Valley | M | | |

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

***Applicant has not appeared before the Plans and Programs Committee. This is not a requirement but is encouraged.**



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RESOLUTION ALLOCATING \$9,599,451 IN PROP K FUNDS, WITH CONDITIONS, FOR THREE REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES, AND COMMITTING TO ALLOCATE AN ADDITIONAL \$6,716,276 IN PROP K FUNDS FOR TWO PROJECTS

WHEREAS, The Transportation Authority received three Prop K requests totaling \$9,599,451, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: New and Renovated Vehicles–MUNI, Rehab/Upgrades Existing Facilities–MUNI, Bicycle Circulation/Safety and Pedestrian Circulation/Safety; and

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for its Arguello Boulevard Near-term Improvements [NTIP Capital] project is consistent with the Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs; and

WHEREAS, The SFMTA's requests for the Replace 14 60-Foot Trolley Coaches and the Burke Facility Renovation projects require 5YPP amendments as detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$9,599,451 in Prop K funds, with conditions, for three projects, 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, The staff recommendation included a commitment to allocate \$6,637,580 to match Fiscal Year 2016/17 Federal Transit Administration funds for replacement of 19 additional 60-foot trolley coaches, and a commitment to allocate \$78,696 for pedestrian and bicycle improvements that will be constructed through the San Francisco Public Work's Arguello paving project in 2017; 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 April 27, 2016 meeting, the Citizens Advisory Committee was briefed on this item and adopted a motion of support for the staff recommendation; and

WHEREAS, On May 17, 2016, the Plans and Programs Committee reviewed the subject requests and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K 5YPPs for the New and Renovated Vehicles–MUNI and Rehabilitate/Upgrade Existing Facilities–MUNI categories, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$9,599,451 in Prop K funds, with conditions, and commits to allocate an additional \$6,716,276 in Prop K funds, 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 Expenditure Plan, the Prop K Strategic Plan, and the relevant 5YPPs; and

be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the 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 sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (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 (3)

| 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 | | | District | |
|--------------|-----------------------------------|------------------------------|--|------------------------|-------------------------|-----------------------------------|---|--|----------------------|------------|------------|
| | | | | | | | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase(s) ⁴ | Phase(s) Requested | | |
| Prop K | 17M | SFMTA | Replace 14 60-Foot Trolley Coaches | \$ 5,000,000 | \$ - | \$ 25,000,000 | 84% | 80% | Procurement | Citywide | |
| Prop K | 20M | SFMTA | Burke Facility Renovation | \$ 4,400,000 | | \$ 4,550,000 | 90% | 3% | Planning, Design | 10 | |
| Prop K | 39, 40 | SFMTA | Arguello Boulevard Near-term Improvements [NTIP Capital] | \$ 199,451 | \$ - | \$ 199,451 | NA | 0% | Design, Construction | 1 | |
| TOTAL | | | | | | | \$ 9,599,451 | \$ - | \$ 29,749,451 | 84% | 68% |

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 Acronym: SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|-----------------------|-----------------|------------------------------------|------------------------|-------------------------|---|
| 17M | SFMTA | Replace 14 60-Foot Trolley Coaches | \$ 5,000,000 | \$ - | <p>The SFMTA is requesting allocation of \$5 million and a commitment to allocate \$6.6 million in Prop K funds to match \$46.6 million in federal funds for procurement of 33 60-foot articulated trolley coaches from New Flyer Inc. This allocation would help fund the procurement of 14 of the 33 buses and would match federal funds currently available to SFMTA. The SFMTA will request the remaining Prop K funds and issue a second Notice to Proceed for the last 19 buses after the Metropolitan Transportation Commission programs sufficient FY16/17 federal funds to the project (expected fall 2016). The new coaches will replace 60-foot trolley coaches that have reached the end of their useful lives. The subject procurement is the second tranche in the planned purchase of up to 333 trolley coaches from New Flyer. The first vehicle that is funded by the subject request should be delivered June 2017 and all vehicles to be in service by October 2017.</p> |

Attachment 2: Brief Project Descriptions¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|-----------------------|-----------------|--|------------------------|-------------------------|---|
| 20M | SFMTA | Burke Facility Renovation | \$ 4,400,000 | \$ - | Funds will be used for the planning and design phases for the SFMTA's \$30 million project to renovate 1570-1580 Burke Avenue. This facility currently functions as the central warehouse for SFMTA's Materials Management section, which distributes parts and supplies to all vehicle maintenance facilities throughout the city. The renovation will make more efficient use of the building, with about half of the space being remodeled to improve the capacity of the central warehouse through improved shelving systems and inventory management systems, and half of the space being remodeled as the new headquarters of SFMTA's Overhead Lines division. The project schedule is highly compressed, with completion of design scheduled for December 2016 and project completion by May 2018, when the Overhead Lines division must vacate 1401 Bryant Street to allow the building to be renovated for the new Animal Care and Control facility. The project will be delivered through a Construction Manager/General Contractor (CMGC) delivery method. |
| 39, 40 | SFMTA | Arguello Boulevard Near-term Improvements [NTIP Capital] | \$ 199,451 | \$ - | Funds would be used for construction of bicycle and pedestrian safety improvements on Arguello Boulevard between Fulton Street and West Pacific Avenue. Improvements for this Bicycle High Injury Corridor were developed through a Neighborhood Transportation Improvement Program (NTIP) planning grant to improve safety and access to Golden Gate Park. The paint-only treatments include striping a 2-ft. buffer alongside the existing bike lanes, and continental crosswalks and daylighting at intersections to improve pedestrian visibility. This request would also fund the design phase for concrete bulbouts to be constructed through the SFPW's paving project in 2017. Near-term paint improvements will be constructed by August 2016. |
| TOTAL | | | \$ 9,599,451 | \$ - | |

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 |
|-----------------------|-----------------|--|--------------------------|---------------------------|---|
| 17M | SFMTA | Replace 14 60-Foot Trolley Coaches | \$ 5,000,000 | \$ - | Our recommendation includes a commitment to allocate about \$6.6 million in Prop K funds to match \$26.6 million in FY16/17 Federal Transit Administration funds anticipated to be programmed by MTC in fall 2016. 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent on an amendment to the Vehicles 5YPP to reprogram \$5,000,000 in FY15/16 funds from Replace 100 ETI 40' Trolley Coaches to the subject project. See attached 5YPP amendment for details. |
| 20M | SFMTA | Burke Facility Renovation | \$ 4,400,000 | \$ - | Multi-phase allocation is recommended given the overlapping schedules of the two phases and the compressed schedule of the project as a whole. Due to the highly compressed project schedule and uncertain site conditions, our recommendation places \$2,335,000 in contingency and final design funds on reserve pending receipt of updated scope, schedule and budget upon completion of 35% design. 5YPP Amendment: The recommended allocation is contingent upon amendment of the Facilities-Muni 5YPP to reprogram FY14/15 funds from the Implementation of Various Facility Plans Placeholder and cumulative remaining programming capacity to the subject project. See attached 5YPP amendment for details. |
| 39, 40 | SFMTA | Arguello Boulevard Near-term Improvements [NTIP Capital] | \$ 199,451 | \$ - | Multi-phase allocation is recommended as the work represents two distinct scopes of work with independent utility (e.g. design of concrete bulbs and construction of near-term striping work). Our recommendation includes a commitment to allocate \$78,696 in Prop K funds for pedestrian and bicycle paint improvements that will be constructed through the SFPW's Arguello paving project in 2017. These improvements include green bike boxes and green bike lane treatments, and khaki pedestrian safety zones. The paving project will pay for restriping all the near-term paint work to be funded by this request. |
| TOTAL | | | \$ 9,599,451 | \$ - | |

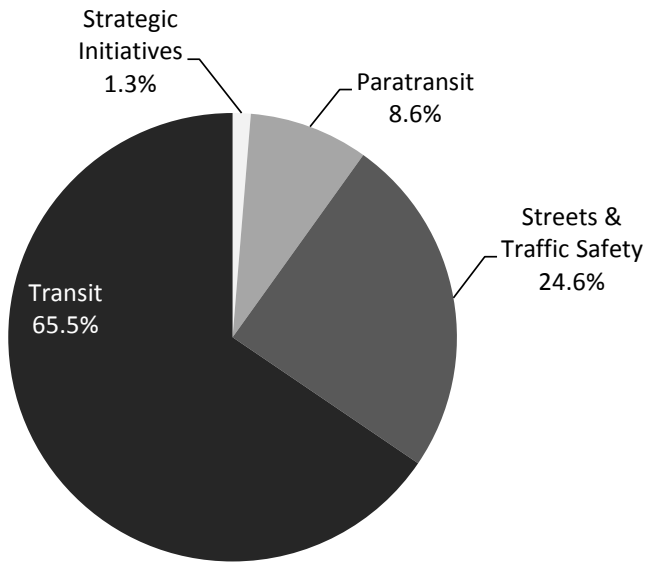
¹ See Attachment 1 for footnotes.

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

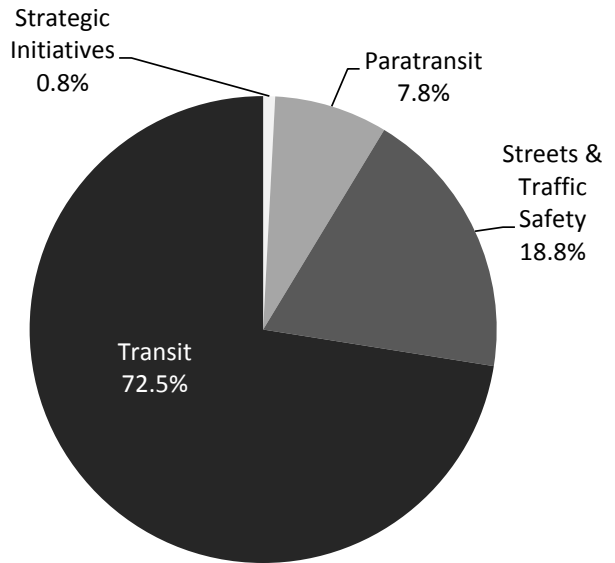
| PROP K SALES TAX | | | | | | |
|-------------------------|----------------|-------------------|-------------------|-------------------|-------------------|----------------|
| | | CASH FLOW | | | | |
| | Total | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 | 2019/20 |
| Prior Allocations | \$ 189,376,527 | \$ 91,177,712 | \$ 83,708,529 | \$ 14,026,822 | \$ 333,487 | \$ 32,495 |
| Current Request(s) | \$ 9,599,451 | \$ 500,000 | \$ 9,099,451 | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 198,975,978 | \$ 91,677,712 | \$ 92,807,980 | \$ 14,026,822 | \$ 333,487 | \$ 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



Attachment 5
Prop K Grouped Allocation Requests
May 2016 Board Action

Table of Contents

| No. | Fund Source | Project Sponsor ¹ | Expenditure Plan Line Item/ Category Description | Project Name | Phase | Funds Requested |
|------------------------|--------------------|-------------------------------------|---|--|----------------------|------------------------|
| 1 | Prop K | SFMTA | Vehicles - SFMTA | Replace 14 60-Foot Trolley Coaches | Procurement | \$ 5,000,000 |
| 2 | Prop K | SFMTA | Facilities - Muni | Burke Facility Renovation | Planning, Design | \$ 4,400,000 |
| 3 | Prop K | SFMTA | Bicycle Circulation/ Safety, Pedestrian Circulation/ Safety | Arguello Boulevard Near-term Improvements [NTIP Capital] | Design, Construction | \$ 199,451 |
| Total Requested | | | | | | \$ 9,599,451 |

1

Acronym: SFMTA (San Francisco Municipal Transportation Agency)



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

FY of Allocation Action: 2015/16

Project Name: Replace 14 60-Foot Trolley Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: a.1 Vehicles-Transit vehicle replacement and renovation

Prop K EP Line Number (Primary): 17 Current Prop K Request: \$ 5,000,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

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.

The San Francisco Municipal Transportation Agency (SFMTA) requests \$5 million in Prop K funds and a commitment to allocate \$6,637,580 for procurement of a total of 33 60-foot articulated New Flyer electric trolley coaches to replace 33 Electric Transit Inc. (ETI) 60-foot trolley coaches that have reached the end of their useful lives.

Please see details on the following pages.

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

Background

The SFMTA currently has a fleet of 93 60-ft articulated trolley coaches consisting of 60 New Flyer trolleys that were placed into service in 1993 - 1994 and 33 ETI Trolleys that were placed into service in 2003. The useful life of trolley coaches per FTA Circular C5010.1D is 15 years. Therefore, the New Flyer Trolley coaches are soon to meet or have already exceeded their useful life and are overdue for replacement. The SFMTA has entered into a joint procurement contract with King County Metro in Seattle (the second largest trolley coach operator in the United States). Through options to the multi-year contract the SFMTA plans to purchase up to 220 40-foot and 105 60-foot trolley coaches. A contract (CPT 632) for an initial purchase of 60 articulated trolley coaches from New Flyer Inc. was signed on February 26, 2014, partially funded by a \$20,831,776 Prop K allocation. Deliveries have begun for those 60 trolleys, which will replace the older 60-foot New Flyer trolley coaches.

Performance of the 33 ETI 60-ft articulated trolley coaches has been declining due to mechanical or electrical system failures and maintenance costs have been increasing exponentially as the fleet has reached the end of its service lifespan. Therefore, SFMTA has made an economical decision to retire these ETI 60-ft articulated coaches now.

To replace these vehicles, the SFMTA proposes to amend the joint procurement contract with King County Metro to purchase an additional 33 articulated trolley coaches from New Flyer Inc. This Contract Amendment No.1 includes related tools, training and spare parts, for a total amount not to exceed approximately \$55.5 million, and for a term not to exceed six years.

CPT 632

| Contract Option | Date of Notice to Proceed | # Vehicles to be Procured | Vehicles to be Replaced | Placed in Service |
|---------------------------|----------------------------------|----------------------------------|--|--------------------------|
| Base Contract | Feb-2014 | 60 | Replacement for 60 New Flyer 60-foot trolley coaches | 1993-94 |
| Contract Amendment #1 | | | Replacement for 33 ETI 60-foot trolley coaches | 2003 |
| NTP 1 | Jun-2016 | 14 | | |
| NTP 2 | Jan-2017 * | 19 | | |
| Future Contract Amendment | TBD | 240 | Replacement for 240 ETI 40-foot trolley coaches | 2001-2003 |
| TOTAL | | 333 | | |

* or following approval of FY17 funds in the Transportation Improvement Program

Scope of Subject Request

The requested funds will provide the local match for \$20 million in Federal Transit Administration (FTA) funds that the SFMTA has secured to fund the \$25 million cost for replacing 14 of the 33 ETI 60-foot trolley coaches. The SFMTA expects to secure an additional \$26.6 million in FTA funds to procure the remaining coaches when the Metropolitan Transportation Commission (MTC) programs FY 2016/17 FTA funds through its Transit Capital Priorities process in Fall 2016. The SFMTA will request a Prop K match when it has secured the additional FTA funds. Note that the full cost includes SFMTA staff labor, consultant costs and other non-contract costs. See major line item budget for more cost information.

The Replace 14 60-Foot Trolley Coaches project will ensure that there are enough vehicles available to transport passengers throughout the City. A portion of the replacement trolley coaches will be used for the bus rapid transit (BRT) service being planned on the Van Ness corridor. The Van Ness BRT project will allow a faster mode of transportation through one of the busiest corridors in the city. The replacement trolley coaches are anticipated to have a useful life of 15 years. This project is included in the Muni Vehicles Prop K 5-Year Prioritization Program (5YPPs) and the 2014 SFMTA Transit Fleet Management Plan.

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

FY 2015/16

Project Name: Replace 14 60-Foot Trolley Coaches

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) | 3 | 2012/13 | 2 | 2014/15 |
| Prepare Bid Documents | | | | |
| Advertise Construction | | | | |
| Start Construction (e.g., Award Contract) | 4 | 2015/16 | | |
| Procurement (e.g. rolling stock) | 3 | 2016/17 | 2 | 2017/18 |
| Project Completion (i.e., Open for Use) | | | 1 | 2019/20 |
| Project Closeout (i.e., final expenses incurred) | | | 4 | 2024/25 |

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.

The first vehicle is anticipated to be delivered by June 2017 and all vehicles are anticipated to be delivered by October 2017.

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

FY 2015/16

Project Name: Replace 14 60-Foot Trolley Coaches

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 | | | | |
| Procurement (e.g. rolling stock) | Yes | \$ 25,000,000 | \$ 5,000,000 | |
| | | \$ 25,000,000 | \$ 5,000,000 | \$ - |

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) | | |
| R/W Activities/Acquisition | | |
| Construction | | |
| Procurement (e.g. rolling stock) | \$ 58,187,900 | From contract and engineer's estimate |
| Total: | \$ 58,187,900 | |

% Complete of Design: 90 as of 3/30/16

Expected Useful Life: 15 Years

Includes the total cost of Contract Amendment No 1 to the New Flyer contract (33 60-foot trolley coaches).

**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 for CPT632 Contract Amendment No. 1

SUMMARY

| PROCUREMENT | Provide by | Amount | % of Contract | Labor Detail |
|---|------------|--------------|-------------------|--------------|
| Vehicle (33 60-ft electric trolley buses) | Vendor | \$48,985,133 | 88.3% | |
| Tools, Training, & Manuals | Vendor | \$2,128,232 | 3.8% | |
| Sale Tax (8.75%) | | \$4,384,920 | 7.9% | |
| Total contract | | | 55,498,285 | |
| Consultant Support | Consultant | 299,960 | 0.5% | |
| Engineering & Project Management | SFMTA | 640,011 | 1.2% | I |
| Maintenance Support | SFMTA | 1,113,043 | 2.0% | II |
| Operations Support | SFMTA | 55,808 | 0.1% | III |
| Warranty Support | SFMTA | 554,143 | 1.0% | IV |
| Other Direct Cost (Travel & Per Diem) | SFMTA | 26,400 | 0.0% | |
| City Attorney Review Fees 2 hrs x \$250/hr. | CAO | 250 | 0.0% | |
| Total Amendment No. 1: | | | 58,187,900 | |

BUDGET DETAILS

Procurement Phase for Contract Amendment No. 1 (33 60-ft.)

| I. Engineering & Project Management | No. of FTEs | Total No. of Hours | Fully Burdened Cost/Hour | Total Cost |
|-------------------------------------|-------------|--------------------|--------------------------|--------------------|
| Program Manager (5211) | 1 | 330 | 254 | \$83,969 |
| Resident Engineer (5241) | 1 | 660 | 222 | \$146,375 |
| Lead Engineer (5207) | 1 | 660 | 194 | \$127,723 |
| Fleet Engineer (5203) | 1 | 660 | 169 | \$111,481 |
| Administrative Support (1824) | 1 | 330 | 195 | \$64,433 |
| Administrative Support (1822) | 1 | 330 | 149 | \$49,012 |
| Administrative Support (1820) | 1 | 330 | 116 | \$38,379 |
| Subtotal | | | | \$621,370 |
| Total | | | | \$640,011 |
| II. Maintenance Support | | | | |
| Auto Transit Shop Supv (7228) | 1 | 165 | 198 | \$32,670 |
| Auto Mech Assist Sup (7249) | 1 | 660 | 181 | \$119,467 |
| Automotive Mechanic (7381) | 10 | 660 | 141 | \$928,488 |
| Subtotal | | | | \$1,080,625 |
| Total | | | | \$1,113,043 |

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

III. Operations Support

| | | | | |
|---------------------------|---|----|-----|-----------------|
| Transit Manager (9141) | 1 | 66 | 198 | \$13,057 |
| Transit Supervisor (9139) | 1 | 66 | 153 | \$10,076 |
| Transit Operator (9163) | 4 | 66 | 118 | \$31,049 |
| Subtotal | | | | \$54,183 |
| Total | | | | \$55,808 |

Warranty Support
2 Year Warranty

| | | | | |
|------------------------------|---|-----|-----|------------------|
| Resident Engineer (5241) | 1 | 417 | 222 | \$92,482 |
| Lead Engineer (5207) | 1 | 417 | 194 | \$80,698 |
| Auto Mech Assist Sup (7249) | 1 | 417 | 181 | \$75,481 |
| Automotive Mechanic (7381) | 1 | 417 | 141 | \$58,664 |
| Subtotal | | | | \$307,325 |
| Total 2 Year Warranty | | | | \$316,545 |

Extended Warranty

| | | | | |
|--------------------------------|---|-----|-----|------------------|
| Resident Engineer (5241) | 1 | 313 | 222 | \$69,417 |
| Lead Engineer (5207) | 1 | 313 | 194 | \$60,572 |
| Auto Mech Assist Sup (7249) | 1 | 313 | 181 | \$56,656 |
| Automotive Mechanic (7381) | 1 | 313 | 141 | \$44,033 |
| Subtotal | | | | \$230,678 |
| Total Extended Warranty | | | | \$237,598 |

IV. Total Warranty Support
\$554,142.78

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

FY 2015/16

Project Name: Replace 14 60-Foot Trolley Coaches

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$5,000,000

5-Year Prioritization Program Amount: \$0 (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.

The recommended allocation is contingent upon an amendment to the Vehicles 5YPP to reprogram \$5,000,000 in Fiscal Year 2015/16 funds from Replace 100 ETI 40' Trolley Coaches to the subject project. See attached 5YPP amendment for details.

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 | \$5,000,000 | | | \$5,000,000 |
| Transit Capital Priorities (federal) funds | | | \$20,000,000 | \$20,000,000 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$0 | \$0 | \$20,000,000 | \$25,000,000 |

Actual Prop K Leveraging - This Phase: 80.00%

Expected Prop K Leveraging per Expenditure Plan: 83.73%

\$25,000,000
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?

Yes - Prop K

| Fund Source | \$ Amount | Required Local Match | |
|-------------|--------------|----------------------|-------------|
| | | % | \$ |
| Prop K | \$25,000,000 | 20.00% | \$5,000,000 |
| | | | |

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 | \$11,637,580 | | | \$11,637,580 |
| Transit Capital Priorities (federal) funds | \$26,550,230 | | \$20,000,000 | \$46,550,230 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$0 | \$0 | \$20,000,000 | \$ 58,187,810 |

Actual Prop K Leveraging - Entire Project:

80.00%

\$ 58,187,900

Expected Prop K Leveraging per Expenditure Plan:

83.73%

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:

\$5,000,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
|---------------|--------------------|-----------------------|---------|
| FY 2016/17 | \$5,000,000 | 100.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$5,000,000 | | |

**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 Allocation | \$5,000,000 | Procurement (e.g. rolling stock) |
| | | | |
| | | | |
| | | | |
| Total: | \$5,000,000 | | |

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 17 | FY 2016/17 | \$500,000 | 10% | \$4,500,000 |
| Prop K EP 17 | FY 2017/18 | \$4,500,000 | 90% | \$0 |
| | | | 0% | \$0 |
| | | | 0% | \$0 |
| | | | 0% | \$0 |
| Total: | | \$5,000,000 | 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 17 | FY 2016/17 | Procurement (e.g. rolling stock) | \$500,000 | 10% | \$4,500,000 |
| Prop K EP 17 | FY 2017/18 | Procurement (e.g. rolling stock) | \$4,500,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$5,000,000 | | |

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: | Allocate | \$6,637,580 | FY 2016/17 | Procurement (e.g. rolling stock) |

Trigger: Programming of FTA TCP funds by MTC or securing other funds to fund the remainder of Contract Amendment No. 1 to the New Flyer contract. The SFMTA anticipates that these funds will become available through the MTC-led TCP program cycle to begin in Spring 2016.

Deliverables:

- Quarterly progress reports shall provide percent complete for the overall project scope, the number of vehicles accepted for service and total expenses incurred (not necessarily invoiced to Prop K) in the previous quarter, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
- Upon placing the first vehicle into revenue service, provide two digital photos of the accepted vehicle, with at least one showing the decal with Prop K logo affixed to a vehicle.

Special Conditions:

- The recommended allocation is contingent upon an amendment to the Vehicles 5YPP to reprogram \$5,000,000 in Fiscal Year 2015/16 funds from Replace 100 ETI 40' Trolley Coaches to the subject project. See attached 5YPP amendment for details.
- The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 14 new trolley coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

- Reminder on Attribution: A decal identifying the Transportation Authority and Prop K sales tax funds should be affixed to equipment purchased with Prop K funds. In addition, press releases related to the project should include the following statement: "This project was made possible in part with Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority." See Section 3.H.a in the SGA for additional details.
- Prop K funds from the New and Renovated Vehicles - Muni Expenditure Plan category will cover expenses for replacement vehicles only.

Supervisory District(s):

| | |
|--|--------|
| Prop K proportion of expenditures - this phase: | 20.00% |
| 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:

MAPS AND DRAWINGS



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: \$ 5,000,000
Current Prop AA Request: \$ -

Project Name: Replace 14 60-Foot Trolley Coaches

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Gary Chang, P.E.

Joel Goldberg

Title: Project Manager

Manager,
Capital Procurement & Mgmt

Phone: (415) 401-3173

(415) 701-4499

Fax: _____

(415) 701-4734

Email: gary.chang@sfmta.com

Joel.Goldberg@sfmta.com

Address: 700 Pennsylvania Ave, Building
200, San Francisco, CA 94107

1 South Van Ness Avenue, 8th
floor, San Francisco, CA 94103

Signature: _____

Date: _____

5-Year Project List (FY 2014/15 - FY 2018/19)
Vehicles - Muni (EP 17M)
Programming and Allocations to Date
 Pending 05.24.16

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|-------------|--|----------|------------|-------------|--------------|--------------|-------------|--------------|--------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Subcategory | | | | | | | | | |
| SFMTA | Historic Vehicle Rehabilitation/Replacement (16 PCC) | PROC | Programmed | | | \$4,785,063 | | | \$4,785,063 |
| SFMTA | Historic Vehicle Rehabilitation/Replacement (Milan and Vintage) | PROC | Programmed | | | \$3,304,749 | | | \$3,304,749 |
| SFMTA | Replace 34 Neoplan 40' Motor Coaches and Replace 6 Neoplan 60' Buses ^{2,3} | PROC | Programmed | | \$0 | | | | \$0 |
| SFMTA | Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16) ^{3,4} | PROC | Programmed | | \$0 | | | | \$0 |
| SFMTA | 61 60-ft Low Floor Diesel Hybrid Motor Coaches (26 replace+35 expand) ² | PROC | Allocated | | \$12,352,094 | | | | \$12,352,094 |
| SFMTA | 48 40-ft and 50 60-ft Low Floor Diesel Hybrid Motor Coaches ³ | PROC | Allocated | | \$33,405,243 | | | | \$33,405,243 |
| SFMTA | Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19) | PROC | Programmed | | | | | \$26,433,627 | \$26,433,627 |
| SFMTA | 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches ⁴ | PROC | Allocated | | \$47,641,538 | | | | \$47,641,538 |
| SFMTA | 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches ⁴ | Warranty | Allocated | | \$227,462 | | | | \$227,462 |
| SFMTA | Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124) | Warranty | Programmed | | \$150,000 | | | | \$150,000 |
| SFMTA | Replace 60 New Flyer 60' Trolley Coaches (2014/15) | PROC | Programmed | \$168,224 | | | | | \$168,224 |
| SFMTA | Replace 60 New Flyer 60' Trolley Coaches (2014/15) | PROC | Allocated | | \$20,831,776 | | | | \$20,831,776 |
| SFMTA | Replace 100 ETI 40' Trolley Coaches (2015/16) ^{4,5} | PROC | Programmed | | \$37,943,313 | | | | \$37,943,313 |
| SFMTA | Replace 14 60-Footer Trolley Coaches ⁵ | PROC | Pending | | \$5,000,000 | | | | \$5,000,000 |
| SFMTA | Replace 33 ETI 60' Trolley Coaches | PROC | Programmed | | | \$16,111,653 | | | \$16,111,653 |
| SFMTA | Replace 75 ETI 40' Trolley Coaches | PROC | Programmed | | | \$40,208,302 | | | \$40,208,302 |
| SFMTA | Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches | PROC | Programmed | | | | \$5,858,783 | | \$5,858,783 |
| SFMTA | Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105) | Warranty | Programmed | | | \$150,000 | | | \$150,000 |
| SFMTA | Paratransit Van Replacement: Class B Vehicle (35) | PROC | Programmed | | | | | \$931,019 | \$931,019 |
| SFMTA | LRV Procurement* | PROC | Allocated | | \$60,116,310 | | | | \$60,116,310 |

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--------|--------------|-------|---|--------------|---------------|--------------|-------------|--------------|---------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| | | | Programmed in 5YPP | \$81,116,310 | \$136,719,650 | \$64,559,767 | \$5,858,783 | \$27,364,646 | \$315,619,156 |
| | | | Total Allocated and Pending in 5YPP | \$80,948,086 | \$98,026,337 | \$0 | \$0 | \$0 | \$179,574,423 |
| | | | Total Deobligated in 5YPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Total Unallocated in 5YPP | \$168,224 | \$38,093,313 | \$64,559,767 | \$5,858,783 | \$27,364,646 | \$136,044,733 |
| | | | Total Programmed in 2014 Strategic Plan | \$77,536,310 | \$136,719,650 | \$64,559,767 | \$5,858,783 | \$27,364,646 | \$312,039,156 |
| | | | Deobligated from Prior 5YPP Cycles ** | \$4,721,316 | | | | | \$4,721,316 |
| | | | Cumulative Remaining Programming Capacity | \$1,141,316 | \$1,141,316 | \$1,141,316 | \$1,141,316 | \$1,141,316 | \$1,141,316 |

| |
|---|
| Programmed |
| Pending Allocation / Appropriation |
| Board Approved Allocation / Appropriation |

Footnotes:

- ¹ Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 15-12, 10.21.14).
- ² Reduced funds for Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses by \$12,352,094 and programmed to Procure 61 60' Low Floor Diesel Hybrid Coaches. (Res. 15-61, 06.23.15)
- ³ 5YPP Amendment to accommodate allocation of \$33,405,094 for the Procure 48 40' and 50 60' Low Floor Diesel Hybrid Coaches project (Res. 15-61, 06.23.15):
 Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses: Reduced by \$33,113,072 in Fiscal Year 2015/16.
- ⁴ 5YPP Amendment to accommodate allocation of \$47,869,000 for the 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches project (Res. 16-040, 02.23.2016):
 Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16): Reduced by \$37,201,244 in Fiscal Year 2015/16.
 Replace 100 ETI 40' Trolley Coaches: Reduced by \$10,667,756 in Fiscal Year 2015/16.
- ⁵ 5YPP Amendment to accommodate allocation of \$5,000,000 for the Replace 14 60-Foot Trolley Coaches project (Res. 16-XXX, xx.xx.2016):
 Replace 100 ETI 40' Trolley Coaches (2015/16): Reduced by \$5,000,000 in Fiscal Year 2015/16.
 Replace 14 60-Foot Trolley Coaches: Added project with \$5,000,000 in Fiscal Year 2015/16 funds.

**5-Year Project List (FY 2014/15 - FY 2018/19)
Vehicles - Muni (EP 17M)
Cash Flow (\$) Maximum Annual Reimbursement**
Pending_05.24.16

| Project Name | Phase | Fiscal Year | | | | | | | | | | | Total | | | | |
|--|----------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | | | | | |
| Subcategory | | | | | | | | | | | | | | | | | |
| Historic Vehicle Rehabilitation/Replacement (16 PCC) | PROC | | | \$1,559,931 | \$1,612,566 | \$1,612,566 | \$1,612,566 | | | | | | | | | | \$4,785,063 |
| Historic Vehicle Rehabilitation/Replacement (Milan and Vintage) | PROC | | | \$376,742 | \$1,457,394 | \$1,470,613 | | | | | | | | | | | \$3,304,749 |
| Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses 2-3 | PROC | | \$0 | \$0 | | | | | | | | | | | | | \$0 |
| Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16) 3, 4 | PROC | | \$0 | \$0 | | | | | | | | | | | | | \$0 |
| 61 60-ft Low-Floor Diesel Hybrid Motor Coaches (26 replace+35 expand) 2 | PROC | | \$12,352,094 | | | | | | | | | | | | | | \$12,352,094 |
| 48 40-ft and 50 60-ft Low-Floor Diesel Hybrid Motor Coaches 3 | PROC | | \$17,000,000 | \$16,405,243 | | | | | | | | | | | | | \$33,405,243 |
| Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19) | PROC | | | | | \$13,216,814 | \$13,216,814 | | | | | | | | | | \$26,433,627 |
| 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches 4 | PROC | | \$429,000 | \$39,000,000 | \$8,212,538 | | | | | | | | | | | | \$47,641,538 |
| 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches 4 | Warranty | | | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$32,495 | \$227,462 |
| Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124) | Warranty | | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$150,000 |
| Replace 60 New Flyer 60' Trolley Coaches (2014/15) | PROC | \$0 | \$168,224 | | | | | | | | | | | | | | \$168,224 |
| Replace 60 New Flyer 60' Trolley Coaches (2014/15) | PROC | \$2,100,000 | \$12,800,000 | \$5,931,776 | | | | | | | | | | | | | \$20,831,776 |
| Replace 100 ETI 40' Trolley Coaches (2015/16) 4, 5 | PROC | | \$0.00 | \$17,034,996 | \$20,908,317 | | | | | | | | | | | | \$37,943,313 |
| Replace 14 60-Foot Trolley Coaches 5 | PROC | | | \$500,000 | \$4,500,000 | | | | | | | | | | | | \$5,000,000 |
| Replace 33 ETI 60' Trolley Coaches | PROC | | | \$8,055,827 | \$8,055,827 | | | | | | | | | | | | \$16,111,653 |
| Replace 75 ETI 40' Trolley Coaches | PROC | | | \$15,548,550 | \$24,659,752 | | | | | | | | | | | | \$40,208,302 |
| Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches | PROC | | | | \$2,929,392 | \$2,929,392 | | | | | | | | | | | \$5,858,783 |
| Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105) | Warranty | | | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$150,000 |
| Paratransit Van Replacement: Class B Vehicle (35) | PROC | | | | | \$931,019 | | | | | | | | | | | \$931,019 |
| LRV Procurement* | PROC | | | | | | \$382,369 | \$2,965,510 | \$8,388,642 | \$9,784,631 | \$10,075,544 | \$10,128,849 | \$10,128,849 | \$10,128,849 | \$10,128,849 | \$10,128,849 | \$60,116,310 |

| Project Name | Phase | Fiscal Year | | | | | | | | | | | | Total |
|---|-------|-------------|--------------|---------------|--------------|--------------|--------------|-------------|-------------|-------------|--------------|--------------|---------------|-------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | | |
| Cash Flow Programmed in 5YPP | | \$2,100,000 | \$42,764,318 | \$104,475,560 | \$72,398,279 | \$20,222,898 | \$13,661,677 | \$3,028,005 | \$8,451,137 | \$9,847,126 | \$10,105,544 | \$10,158,849 | \$215,619,156 | |
| Total Cash Flow Allocated | | \$2,100,000 | \$42,581,094 | \$61,869,514 | \$12,745,032 | \$32,495 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$119,328,135 | |
| Total Cash Flow Decobligated | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total Cash Flow Unallocated | | \$0 | \$183,224 | \$42,606,046 | \$59,653,247 | \$20,190,403 | \$13,661,677 | \$3,028,005 | \$8,451,137 | \$9,847,126 | \$10,105,544 | \$10,158,849 | \$196,291,021 | |
| Total Cash Flow in 2014 Strategic Plan | | \$2,100,000 | \$71,652,615 | \$88,494,768 | \$59,653,247 | \$20,190,403 | \$10,049,183 | \$2,995,510 | \$8,418,642 | \$9,814,631 | \$10,105,544 | \$10,158,849 | \$312,039,156 | |
| Deobligated from Prior 5YPP Cycles ** | | \$4,721,316 | | | | | | | | | | | \$4,721,316 | |
| Cumulative Remaining Cash Flow Capacity | | \$4,721,316 | \$33,609,613 | \$17,628,821 | \$4,883,789 | \$4,851,294 | \$1,238,800 | \$1,206,305 | \$1,173,811 | \$1,141,316 | \$1,141,316 | \$1,141,316 | \$1,141,316 | |
| Programmed | | | | | | | | | | | | | | |
| Pending Allocation/Appropriation | | | | | | | | | | | | | | |
| Board Approved Allocation/Appropriation | | | | | | | | | | | | | | |



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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) requests \$4,400,000 in Prop K funds for the planning and design phases of a project to renovate a 45 year-old pre-engineered industrial building at 1570-1580 Burke Avenue currently housing the Central Warehouse for the SFMTA Materials Management Section. The scope of work will renovate the existing building including any needed seismic or structural work and include tenant improvements to house the SFMTA Overhead Lines Section. The goal of the project is to relocate Overhead Lines to support their mission to respond to electric trolley service interruptions, maintenance and any unsafe conditions of the overhead electric power lines. The project will also improve, through investment in improved shelving systems and inventory management systems, the capacity of Central Warehouse to carry out its mission.

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

Background

Project will rehabilitate the 103,231 square feet of the SFMTA Burke Facility, constructed in 1969 and purchased by the SFMTA in 2005 using federal and Prop K funds with the intention of renovating it to be a modern facility to house SFMTA's overhead lines maintenance functions and increase parts storage efficiency.

The former 1968 canned goods storage warehouse was converted to a United States Postal Services processing facility in 1989. The property was purchased in 2005 for the SFMTA. It was found to be suitable for SFMTA user needs and in conformity with the SF General Plan. After the property was purchased, the SFMTA moved a significant portion of its storage activities into the building. Currently, the site operates daily parts distribution and maintains the SFMTA's inventory levels. The warehouse also acts as an overflow storage space. The SFMTA Materials Management Section is now utilizing the west wing and other significant portions of the building. The building footprint is 103,231 square feet. The full property area is 105,000 square feet with a portion at the front of the building set back from the sidewalk a distance of 20 feet by 100 feet for parking spaces, access to several doors, and utilities. An electricity transformer is located in this area and two exterior concrete wheelchair access ramps rising 4 to 6 inches from paved grade to the door thresholds at building floor level. The majority of the building is built to the property lines.

The SFMTA's Real Estate and Facilities Vision, completed in 2013, found significant potential for increased efficiency at Burke, which is the SFMTA's central parts storage warehouse. In addition, the SFMTA completed a Facilities Condition Assessment in early 2016, identifying a program of \$2.5 million in improvements needed to continue its current operations. The Board of Supervisors recently approved a plan to move the City's Animal Care and Control (ACC) department into the building at 1401 Bryant Street currently occupied by the Overhead Lines group, and to proceed with its earlier plan to relocate Overhead Lines to the Burke facility. The SFMTA must complete the relocation of Overhead Lines by May 2018 to allow for the remodeling necessary to house ACC, requiring a highly compressed schedule for the Burke Facility Renovation project.

Scope

Rehabilitation of the Burke Avenue facility will include new: roof, building cladding, insulation, foundation improvements, lighting, heating, air conditioning, staff kitchens, training rooms, restrooms, and other interior improvements. Approximately 50,000 square feet of the remodeled facility will be assigned to the Overhead Lines Group. The remaining square footage will be modernized and optimized to serve as the central store of parts and supplies for the SFMTA. The major functions of the rehabilitated facility will be to store and distribute parts used at various SFMTA vehicle maintenance facilities, house shops required for the overhead lines maintenance crew and create sufficient parking for heavy duty equipment and vehicles.

Based on recent facility evaluations, existing defects or limitations at the Burke facility include poor lighting, older and leaky roof, lack of insulation, bowed concrete slabs, inadequate heating and cooling, rusted building exterior and roof leaks. The proposed facility improvements will enhance SFMTA's operational performance and safety by relocating overhead lines personnel, parts and equipment into a seismically safe building. Current accommodations are located in an older brick building at 1401 Bryant Street. Other benefits include more efficient use of space for parts storage and distribution and improved working conditions.

Project Delivery Method

The project requires phased construction within a facility that must maintain continuous operations. San Francisco Public Works (SFPW) will provide design services (with assistance from consultants) and contract and construction management services. The project plan for the Burke Renovation is based on procuring a construction manager/general contractor (CMGC) for the prime contract. Early in the design development phase SFPW will procure the CMGC and award a professional services contract for pre-construction services. This benefits the project by leveraging the expertise of the general contractor who will actually perform the work, while allowing the SFMTA and SFPW managers to exercise control of the design and the way the phased construction work will affect facility operations.

Select components of the project will be delivered by design/build subcontractors. The CMGC will prepare bid packages for the trade subcontractors based on construction documents prepared by SFPW. SFPW and SFMTA will review the trade bid packages for conformance with project requirements prior to advertising. Upon completion of SFPW and the CMGC review of subcontract bids, SFPW will authorize the CMGC to award subcontracts to the lowest responsible responsive bidders.

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

FY 2015/16

Project Name: Burke Facility Renovation

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD

Status: Not yet started

SFMTA anticipates that environmental clearance will entail a Categorical Exemption

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 | FY 2015/16 | 2 | FY 2016/17 |
| Environmental Studies (PA&ED) | 4 | FY 2015/16 | 3 | FY 2016/17 |
| R/W Activities/Acquisition | | | | |
| Design Engineering (PS&E) | 1 | FY 2016/17 | 3 | FY 2016/17 |
| Prepare Bid Documents | 2 | FY 2016/17 | 3 | FY 2016/17 |
| Advertise Construction | 1 | FY 2016/17 | 4 | FY 2016/17 |
| Start Construction (e.g., Award Contract) | 1 | FY 2016/17 | | |
| Procurement (e.g. rolling stock) | | | | |
| Project Completion (i.e., Open for Use) | | | 1 | FY 2018/19 |
| Project Closeout (i.e., final expenses incurred) | | | 2 | FY 2018/19 |

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.

The schedule for advertising includes both CMGC selection, which happens early in design phase so prime contractor can provide input, and bidding out the trade subcontractors, which happens after 100% design.

See project schedule attachment, next page.

Schedule Attachment

| Task | Calendar Years | | | | | | | | | | | | |
|---|----------------|---|---|---|------|---|---|---|------|---|---|---|--|
| | 2016 | | | | 2017 | | | | 2018 | | | | |
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| SFMTA 1570 Burke Facility Renovation 3-Phase Construction; Completion target: 7/1/18 | | | | | | | | | | | | | |
| Concept Design, SFMTA select preferred scenario | | | | | | | | | | | | | |
| Submit Preliminary Project Assessment and Environmental Evaluation to Planning Department | | X | X | | | | | | | | | | |
| Complete CEQA Categorical Exemption | | | | | | | | | | | | | |
| Schematic Design, Design Development, Construction Documents Permits | | | | | | | | | | | | | |
| Hire CMGC; CMGC Preconstruction Services; Bid Trade Pkgs | | | | | | | | | | | | | |
| Construction Phase 1 - 5 Mos. | | | | | | | | | | | | | |
| Construction Phase 2 - 4 Mos. | | | | | | | | | | | | | |
| Construction Phase 3 - 4 Mos. | | | | | | | | | | | | | |
| Moves (Materials Management activities to different parts of the Burke facility for different phases of construction and Overhead Lines group from Bryant to Burke) | | | | | | | | | | | | | |

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

FY 2015/16

Project Name: Burke Facility Renovation

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) | Yes | \$ 610,000 | \$ 470,000 | |
| Design Engineering (PS&E) R/W Activities/Acquisition Construction | Yes | \$ 3,940,000 | \$ 3,930,000 | |
| Procurement (e.g. rolling stock) | | | | |
| | | \$ 4,550,000 | \$ 4,400,000 | \$ - |

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) | \$ 610,000 | Department of Public Works/Pre-Development Report |
| Design Engineering (PS&E) R/W Activities/Acquisition Construction | \$ 3,940,000 | Department of Public Works/Pre-Development Report |
| Procurement (e.g. rolling stock) | | |
| Total: | \$ 30,000,000 | Department of Public Works/Pre-Development Report |

% Complete of Design: 0 as of 4/12/16
Expected Useful Life: 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.

| BURKE RENOVATION PROJECT SUMMARY BY TASK | | | | | |
|--|---------------------|-------------------|---------------------|---------------------|--------------|
| Task | Totals | SFMTA | Public Works | Consultants & CMGC | % of Request |
| Perform Geotechnical Investigation | \$ 190,000 | \$ 20,000 | \$ 50,000 | \$ 120,000 | 4.3% |
| Perform Structural Investigation Existing | | | | | |
| Building Members and Foundations | \$ 270,000 | \$ 20,000 | \$ 50,000 | \$ 200,000 | 6.1% |
| Develop CMGC Criteria Package * | \$ 430,000 | \$ 30,000 | \$ 200,000 | \$ 200,000 | 9.8% |
| Develop 35% Design for CMGC contractor | \$ 995,000 | \$ 100,000 | \$ 395,000 | \$ 500,000 | 22.6% |
| Develop 100% Design for CMGC Contractor | \$ 1,850,315 | \$ 226,909 | \$ 540,343 | \$ 1,083,063 | 42.1% |
| Environmental and Regulatory Approvals (Permits, etc.) | \$ 170,000 | | | | 3.9% |
| Phase Contingency (Pre-Engineering/Detail Design) | \$ 494,685 | | | | 11.2% |
| TOTAL | \$ 4,400,000 | \$ 396,909 | \$ 1,235,343 | \$ 2,103,063 | |

* SFPW anticipates enlisting its on-call architectural/engineering consultant to help develop the CMGC criteria package

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

| BURKE RENOVATION PROJECT LABOR DETAIL | | | | | | | |
|---|-------------------|-----------|-----------------------------------|-----------------|-----------|-------|------------|
| Position | Unburdened Salary | MFB | Overhead = 1.143 * (Salary + MFB) | Burdened Salary | FTE Ratio | Hours | Cost |
| SFMTA Staff | | | | | | | |
| Associate Engineer (5207) | \$ 126,443 | \$ 65,969 | 219,927 | \$ 412,340 | 0.250 | 520 | \$ 103,085 |
| Senior Engineer (5211) | \$ 169,430 | \$ 83,434 | 289,023 | \$ 541,887 | 0.077 | 160 | \$ 41,684 |
| Project Manager II (5504) | \$ 156,959 | \$ 78,357 | 268,966 | \$ 504,281 | 0.500 | 1040 | \$ 252,141 |
| Subtotal SFMTA CP&C Division Labor | | | | | | 1720 | \$ 396,909 |

| Position | Unburdened Salary | MFB | Overhead = .73564 * (Salary + MFB) | Burdened Salary | FTE Ratio | Hours | Cost |
|---|-------------------|-----------|------------------------------------|-----------------|-----------|-------|--------------|
| Public Works Staff Estimate | | | | | | | |
| Associate Engineer (5207) | \$ 126,443 | \$ 65,969 | 141,558 | \$ 333,970 | 0.500 | 1040 | \$ 166,985 |
| Senior Engineer (5211) | \$ 169,430 | \$ 83,434 | 186,032 | \$ 438,896 | 0.173 | 360 | \$ 75,963 |
| Architectural Associate I (5207) | \$ 103,116 | \$ 53,799 | 115,442 | \$ 272,357 | 1.000 | 2080 | \$ 272,357 |
| Architectural Associate II (5266) | \$ 120,042 | \$ 62,629 | 134,391 | \$ 317,063 | 1.000 | 2080 | \$ 317,063 |
| Architect (5268) | \$ 138,970 | \$ 72,505 | 155,582 | \$ 367,056 | 0.500 | 1040 | \$ 183,528 |
| Senior Architect (5211) | \$ 169,430 | \$ 83,434 | 186,032 | \$ 438,896 | 0.500 | 1040 | \$ 219,448 |
| Subtotal SFMTA CP&C Division Labor | | | | | | 6240 | \$ 1,235,343 |

TOTAL CURRENT SFMTA PROP K REQUEST (ROUNDED)

Total Prop K Request: \$ 4,400,000

| OTHER PROJECT PHASES NOT PART OF CURRENT PROP K REQUEST | |
|--|---------------|
| Planning Phase/Building Program | \$ 150,000 |
| Construction Contract Estimate | \$ 19,600,000 |
| Furniture, Fixtures and Equipment | \$ 600,000 |
| Moving Expenses | \$ 400,000 |
| Construction Management | \$ 920,000 |
| Construction Phase/Market Contingency (18.3%) | \$ 3,930,000 |

PROJECT TOTAL \$ 30,000,000

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

FY 2015/16

Project Name: Burke Facility Renovation

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$4,400,000

5-Year Prioritization Program Amount: \$0 (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.

Funding the subject request requires an amendment to the Facilities - Muni 5YPP to reprogram \$1,903,327 in FY2014/15 funds from the Implementation of Various Facility Plans: Placeholder and \$2,596,673 from cumulative remaining programming capacity to the subject project. See attached 5YPP amendment for details.

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 | \$4,400,000 | | | \$4,400,000 |
| SFMTA operating | | \$150,000 | | \$150,000 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$4,550,000 | \$0 | \$0 | \$4,550,000 |

Actual Prop K Leveraging - This Phase: 3.30%

Expected Prop K Leveraging per Expenditure Plan 89.66%

\$4,550,000
 Total from Cost worksheet

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

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

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-----------|----------------------|----|
| | | % | \$ |
| | | | |
| | | | |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

| Fund Source | Planned | Programmed | Allocated | Total |
|--------------------------------|-------------|--------------|--------------|---------------|
| Prop K | \$4,400,000 | | | \$4,400,000 |
| SFMTA Operating Funds | | \$150,000 | | \$150,000 |
| Prop A General Obligation Bond | | \$25,450,000 | | \$25,450,000 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | | \$25,600,000 | \$30,000,000 | \$ 30,000,000 |

| | | |
|--|-------------------------------------|--|
| Actual Prop K Leveraging - Entire Project: | <input type="text" value="85.33%"/> | <input type="text" value="\$ 30,000,000"/> |
| Expected Prop K Leveraging per Expenditure Plan: | <input type="text" value="89.66%"/> | Total from Cost worksheet |
| Actual Prop AA Leveraging - Entire Project: | <input type="text" value="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:

| Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule | | | |
|---|--------------------|-----------------------|-------------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2015/16 | \$500,000 | 11.00% | \$3,900,000 |
| FY 2016/17 | \$3,900,000 | 89.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$4,400,000 | | |

**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 | \$470,000 | Planning/Conceptual Engineering |
| Prop K Allocation | \$3,930,000 | Design Engineering (PS&E) |
| | | |
| | | |
| Total: | \$4,400,000 | |

| | |
|---|---|
| Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations): | Multi-phase allocation is recommended given the overlapping schedules of the phases and the compressed schedule for the project as a whole. |
|---|---|

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|-------------|
| Prop K EP 20 | FY 2015/16 | \$500,000 | 11% | \$3,900,000 |
| Prop K EP 20 | FY 2016/17 | \$3,900,000 | 89% | \$0 |
| | | | 0% | \$0 |
| | | | 0% | \$0 |
| | | | 0% | \$0 |
| Total: | | \$4,400,000 | 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 20 | FY 2015/16 | Planning/Conceptual Engineering | \$470,000 | 11% | \$3,930,000 |
| Prop K EP 20 | FY 2015/16 | Design Engineering (PS&E) | \$30,000 | 11% | \$3,900,000 |
| Prop K EP 20 | FY 2016/17 | Design Engineering (PS&E) | \$3,900,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$4,400,000 | | |

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. Monthly (in lieu of quarterly) progress reports shall provide the anticipated completion dates of key project milestones, including 35% design, 65% design and 100% design in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. The SFMTA will provide an overview of its Facilities Program at an upcoming Plans and Programs Committee and Citizens Advisory Committee meeting.
3. Upon completion of 35% design (anticipated by July 18, 2016), provide updated scope, schedule, major line item budget and funding plan. See Special Condition 3 below.
4. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).

Special Conditions:

1. The recommended allocation is contingent upon amendment of the Facilities-Muni 5YPP to reprogram \$1,903,327 in FY 2014/15 funds from the Implementation of Various Facility Plans: Placeholder and \$2,596,673 from cumulative remaining programming capacity to the subject project. See attached 5YPP amendment for details.
2. Transportation Authority staff or its Project Management Oversight consultant will participate in bi-weekly design team coordination meetings and participate on the selection panel for the CMGC.
3. SFMTA may not expend final design and contingency funds (\$2,345,000) until Transportation Authority staff releases the funds pending receipt of updated scope, schedule, major line item budget and funding plan on completion of 35% design (anticipated July 18, 2016). See Deliverable 3 above.

Notes:

1. The SFMTA will need to request that the Transportation Authority waive the Prop K policy prohibiting advertisement of contracts funded with Prop K prior to allocation by the Authority Board. The SFMTA has indicated that it wants to advertise the CMGC contract in May 2016 in order to complete construction of the Burke Facility Renovation project by May 2018.

Supervisorial District(s):

| | |
|--|--------|
| Prop K proportion of expenditures - this phase: | 96.70% |
| 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**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

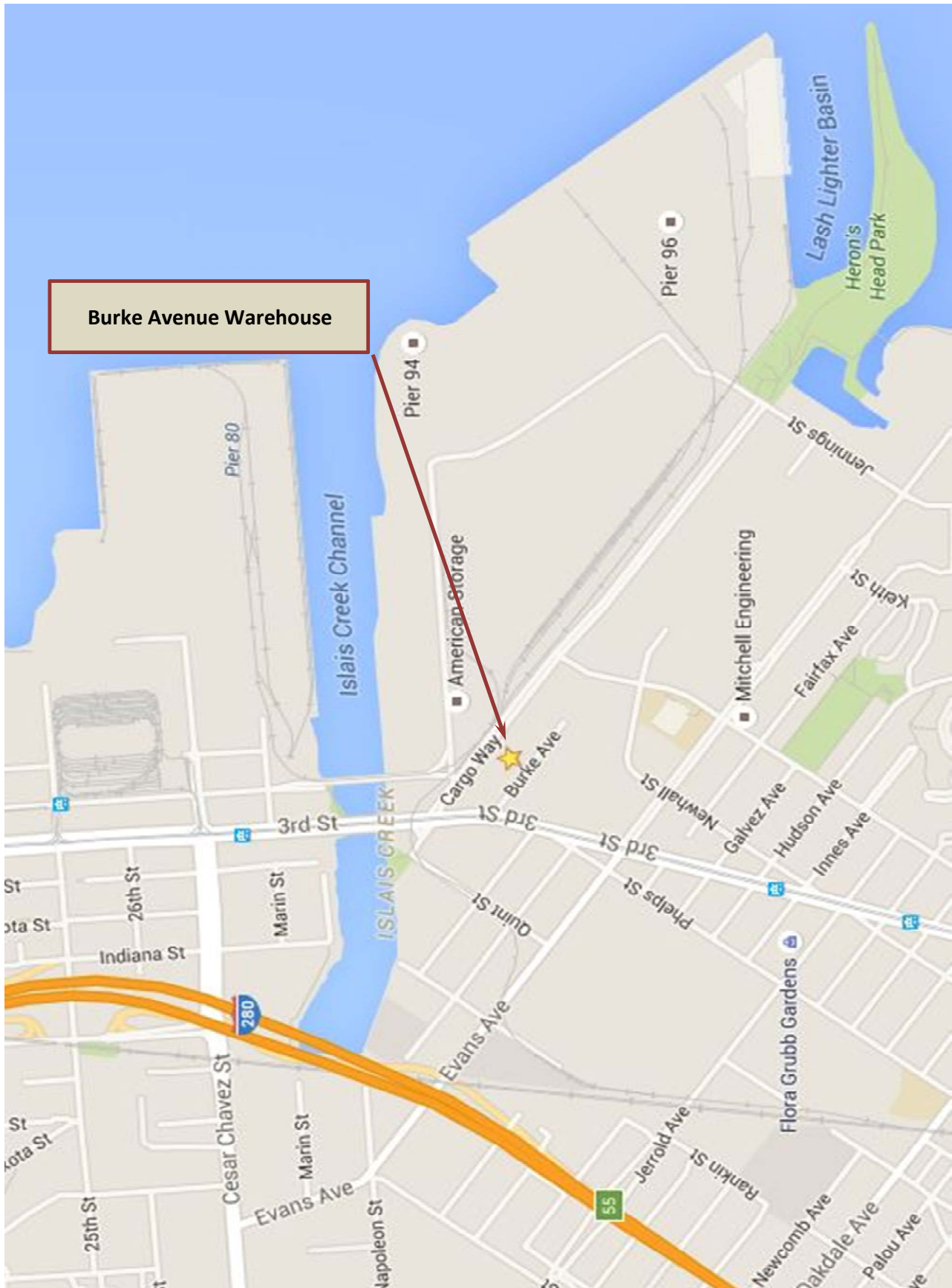
| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------------|-----------------------|---------------------------|---------|
| Prop K EP 20 | FY 2015/16 | Planning/Conceptual Engineering | \$470,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$470,000 | | |

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

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

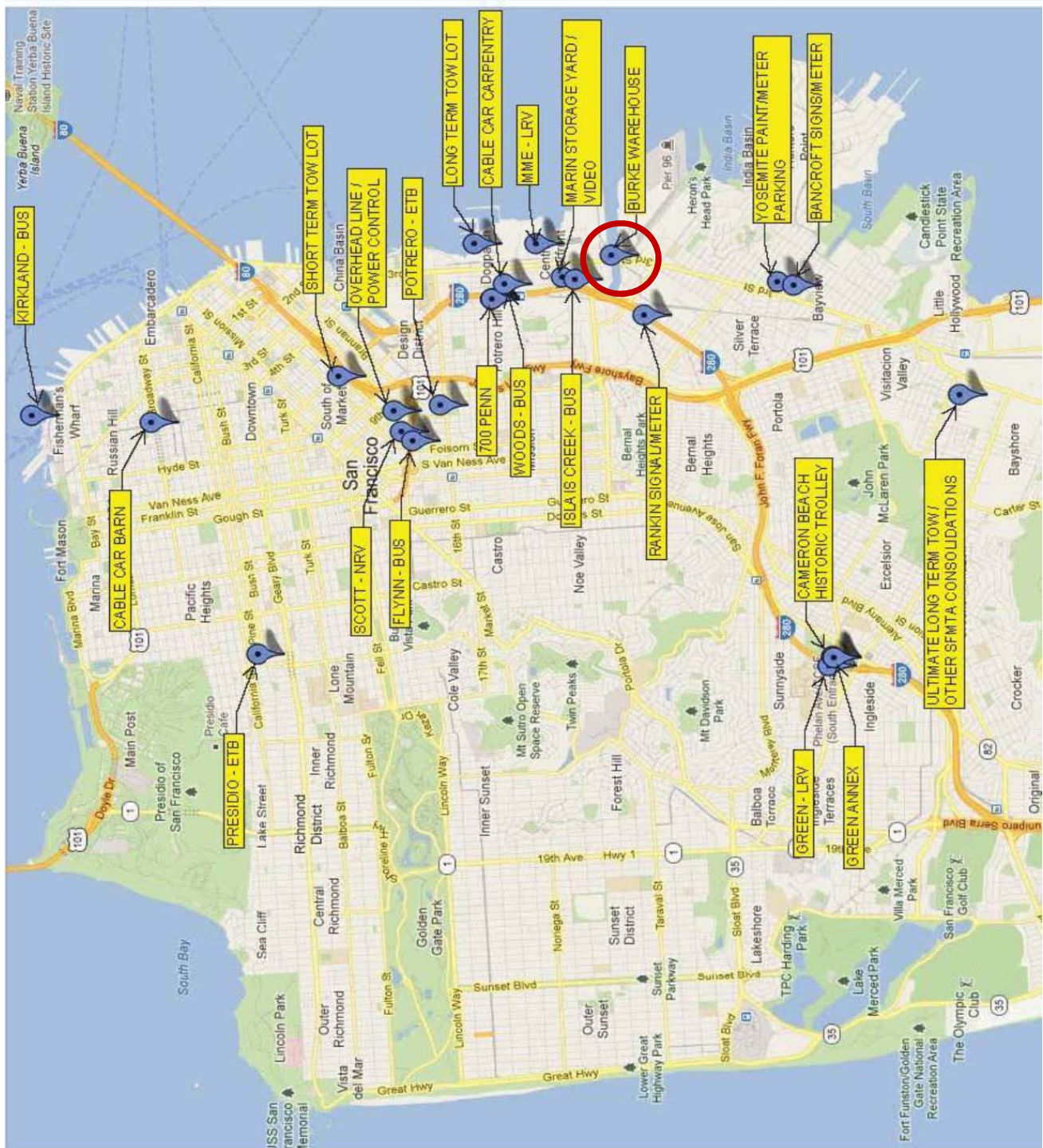
| EP Line | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------|-----------------------|---------------------------|-------------|
| Prop K EP 20 | FY 2015/16 | Design Engineering (PS&E) | \$30,000 | 1% | \$3,900,000 |
| Prop K EP 20 | FY 2016/17 | Design Engineering (PS&E) | \$3,900,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$3,930,000 | | |

MAPS AND DRAWINGS



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

SFMTA Facilities Locations



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

| | | | |
|--------------------------|---------|-------------------------|--------------------------|
| FY of Allocation Action: | 2015/16 | Current Prop K Request: | \$ 4,400,000 |
| | | | Current Prop AA Request: |

Project Name: Burke Facility Renovation

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): David Greenaway

Joel Goldberg

Title: Project Manager

Manager, Capital Procurement & Management

Phone: 415-701-4237

415-701-4499

Fax: _____

Email: david.greenaway@sfmta.com

joel.goldberg@sfmta.com

Address: 1 South Van Ness Ave, 3rd floor

1 South Van Ness Ave, 8th floor

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

Rehab/Upgrade Existing Facilities - MUNI (EP 20M)

Programming and Allocations to Date

Pending 5/24/16 Board Action

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total | |
|--|--|-----------------|------------|---------------------------|--------------|-------------|-----------|-----------|--------------|--------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | | |
| Subcategory | | | | | | | | | | |
| SEMTA | Various Facility Plans Predevelopment | PLAN/CER, PA&ED | Programmed | \$400,000 | | | | | \$400,000 | |
| SEMTA | Implementation of Various Facility Plans ⁵ | PS&E, CON | Programmed | \$1,096,673 | | | | | \$1,096,673 | |
| SEMTA | 1570 Burke Avenue Facility Renovation ⁵ | PS&E | Pending | | \$4,400,000 | | | | \$4,400,000 | |
| SEMTA | Paint Booth Upgrade (Woods and Potrero) | PLAN/CER, PA&ED | Programmed | \$850,000 | | | | | \$850,000 | |
| SEMTA | Muni Metro East Paint and Body Shop ¹ | PLAN/CER, PA&ED | Programmed | \$3,428,500 | | | | | \$3,428,500 | |
| SEMTA | Muni Metro East (MME) Phase 2 ¹ | PA&ED | Allocated | \$2,598,500 | | | | | \$2,598,500 | |
| SEMTA | Woods Renovation Hoists and Bays ^{2,4} | PLAN/CER | Programmed | \$4,132,826 | | | | | \$4,132,826 | |
| SEMTA | Fall Protection Systems - Presidio Division ⁴ | CON | Allocated | | \$706,397 | | | | \$706,397 | |
| SEMTA | Upgrade Life and Fire Safety Systems | PLAN/CER | Programmed | \$0 | | | | | \$0 | |
| SEMTA | Upgrade Life and Fire Safety Systems ³ | PS&E | Allocated | | \$400,000 | | | | \$400,000 | |
| SEMTA | Fall Protection ² | PLAN/CER, PS&E | Allocated | \$2,160,777 | | | | | \$2,160,777 | |
| | | | | Programmed in 5YPP | \$14,667,276 | \$5,506,397 | \$0 | \$0 | \$0 | \$20,173,673 |
| Total Allocated and Pending in 5YPP | | | | \$4,759,277 | \$5,506,397 | \$0 | \$0 | \$0 | \$10,265,674 | |
| Total Deobligated in 5YPP | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total Unallocated in 5YPP | | | | \$9,907,999 | \$0 | \$0 | \$0 | \$0 | \$9,907,999 | |
| Total Programmed in 2014 Strategic Plan | | | | \$17,277,000 | \$0 | \$0 | \$0 | \$0 | \$17,277,000 | |
| Deobligated from Prior 5YPP Cycles ** | | | | \$2,996,673 | | | | | \$2,996,673 | |
| Cumulative Remaining Programming Capacity | | | | \$5,606,397 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | |
| Programmed | | | | | | | | | | |
| Pending Allocation/Appropriation | | | | | | | | | | |
| Board Approved Allocation/Appropriation | | | | | | | | | | |

5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Cash Flow (\$) Maximum Annual Reimbursement

| Project Name | Phase | Fiscal Year | | | | | | Total |
|--|-----------------|-------------|-------------|-------------|-----------|-----------|-----------|--------------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| Subcategory | | | | | | | | |
| Various Facility Plans Predevelopment | PLAN/CER, PA&ED | \$400,000 | | | | | | \$400,000 |
| Implementation of Various Facility Plans 5 | PS&E, CON | \$0 | \$96,673 | \$1,000,000 | | | | \$1,096,673 |
| 1570 Burke Avenue Facility Renovation 5 | PS&E | | | \$4,400,000 | | | | \$4,400,000 |
| Paint Booth Upgrade (Woods and Potrero) | PLAN/CER, PA&ED | \$725,000 | \$125,000 | | | | | \$850,000 |
| Muni Metro East Paint and Body Shop 1 | PLAN/CER, PA&ED | \$1,560,500 | \$959,000 | \$909,000 | | | | \$3,428,500 |
| Muni Metro East (MME) Phase 2 1 | PA&ED | \$998,500 | \$1,600,000 | | | | | \$2,598,500 |
| Woods Renovation Hoists and Bays 2, 4 | PLAN/CER | \$1,498,603 | \$1,284,223 | \$1,350,000 | | | | \$4,132,826 |
| Fall Protection Systems - Presidio Division 4 | CON | | | \$206,397 | \$500,000 | | | \$706,397 |
| Upgrade Life and Fire Safety Systems | PLAN/CER | \$0 | \$0 | | | | | \$0 |
| Upgrade Life and Fire Safety Systems 3 | PS&E | | \$132,000 | \$268,000 | | | | \$400,000 |
| Fall Protection 2 | PLAN/CER, PS&E | \$400,000 | \$1,760,777 | | | | | \$2,160,777 |
| Cash Flow Programmed in 5YPP | | \$5,582,603 | \$5,957,673 | \$8,133,397 | \$500,000 | \$0 | \$0 | \$20,173,673 |
| Total Cash Flow Allocated | | \$1,398,500 | \$3,492,777 | \$4,874,397 | \$500,000 | \$0 | \$0 | \$10,265,674 |
| Total Cash Flow Deobligated | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Cash Flow Unallocated | | \$4,184,103 | \$2,464,896 | \$3,259,000 | \$0 | \$0 | \$0 | \$9,907,999 |
| Cash Flow Programmed in 2014 Strategic Plan | | \$7,509,000 | \$6,509,000 | \$3,259,000 | \$0 | \$0 | \$0 | \$17,277,000 |
| Deobligated from Prior 5YPP Cycles ** | | \$2,996,673 | | | | | | \$2,996,673 |
| Cumulative Remaining Cash Flow Capacity | | \$4,923,070 | \$5,474,397 | \$600,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Programmed | | | | | | | | |
| Pending Allocation / Appropriation | | | | | | | | |
| Board Approved Allocation / Appropriation | | | | | | | | |

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

Rehab/Upgrade Existing Facilities - MUNI (EP 20M)

Programming and Allocations to Date

Pending 5/24/16 Board Action

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--------|--------------|-------|--------|-------------|---------|---------|---------|---------|-------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| | | | | | | | | | |

Footnotes

- ¹ To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of Muni Metro East (MME) Phase 2 (Res. 15-034, 1.27.15): Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder from \$6,027,000 to \$3,428,500.
- ² 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project (Res. 15-041, 2.24.15): Woods Renovation Hoists and Bays: Reduced by \$1,910,777 in FY 2014/15. The SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.
Upgrade Life and Fire Safety Systems placeholder for construction: Reduced by \$250,000.
Fall Protection: Added project with \$2,996,673.
- ³ 5YPP amendment to fully fund the Upgrade Life and Fire Safety Systems project (Res. 16-040, 2.23.16): Cumulative remaining programming capacity: Reduced by \$400,000.
Upgrade Life and Fire Safety Systems (design): Added project with \$400,000 in FY 2015/16 funds.
- ⁴ 5YPP amendment to fully fund the Fall Protection Systems - Presidio Division project (Res. 16-047, 3.22.15): Woods Renovation Hoists and Bays: Reduced by \$706,397 in FY 2014/15. The SFMTA is reprioritizing planned facilities improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward.
Fall Protection Systems - Presidio Division: added project with \$706,397 in FY 2015/16 funds for construction.
- ⁵ 5YPP amendment to fully fund the Burke Facility Renovation (Res. 16-XXX, 5.24.15): Implementation of Various Facility Plans: Placeholder reduced by \$1,903,327 in FY 2014/15
Cumulative Remaining Programming Capacity: Reduced by \$2,596,673
Burke Facility Renovation: added project with \$4,400,000 in FY 2015/16 funds for planning and design.



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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 SFMTA requests \$199,451 in Prop K Neighborhood Transportation Improvement Programming (NTIP) capital funds and a commitment to allocate \$78,696 in Prop K funds to implement bicycle and pedestrian safety upgrades on Arguello Boulevard between Fulton Street and West Pacific Avenue. These recommended upgrades are the result of a community engagement process funded by a grant of Prop K NTIP planning funding.

Please see attached word document for full scope, background, and task list.

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

The SFMTA requests \$199,451 in Prop K Neighborhood Transportation Improvement Programming (NTIP) capital funds and a commitment to allocate \$78,696 in NTIP capital funds to implement bicycle and pedestrian safety upgrades on Arguello Boulevard between Fulton Street and West Pacific Avenue. This project will utilize funds from the NTIP, which is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. This project's recommended upgrades are the result of a community engagement process funded by a District 1 NTIP Planning grant.

Background

In March of 2015, the Livable Streets subdivision of the SFMTA received \$100,000 in Prop K NTIP funds to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for improvements to bicycle and pedestrian safety on Arguello Boulevard and for people walking and biking to Golden Gate Park from District 1.

As part of this planning process, the project team split the NTIP Planning project into three parts: The Arguello Boulevard Safety Project, the Inner Richmond Neighborhood Greenways Project, and the 23rd Avenue Neighborhood Greenway Project. The Arguello Boulevard Safety Project was based on a background of community outreach and fell under a SF Public Works paving deadline, so this project was selected to begin immediately. The Arguello project team conducted a planning and community engagement process to plan bicycle and pedestrian safety improvements for Arguello Boulevard, which resulted in a final, legislated design for changes to the roadway striping. These paint-only treatments are ready to be implemented as early as funding is approved for implementation. These changes include:

1. Buffered Bike Lane: Narrowing wide vehicle travel lanes allows for space to paint a 2 foot buffer alongside the existing bike lanes on Arguello Boulevard. This will further separate and clearly delineate spaces on the street for motor vehicles and bicycles
2. Green Paint Treatments: Strategic use of green paint will accentuate the bike lane, increase visibility of the bicycle facility, and discourage cars from driving in/double parking in the bike lane.
3. Bike Boxes and Two-Stage Left Turn Boxes: These paint treatments will allow bicycles to make safe turns into and out of side streets and will create a space for bicycles waiting at red lights.
4. Daylighting at Intersections: "Daylighting" increases the visibility of pedestrians by removing one parking space on the approach to crosswalks.
5. New Continental Crosswalks: Brightly painted continental crosswalks increase pedestrian visibility and improve vehicle yield rates.

Additionally, the project team proposed several concrete pedestrian islands and concrete pedestrian safety bulbouts, which would be constructed along with the Public Works paving project in 2017.

This allocation request would fund the implementation of the paint upgrades and the detailed design of concrete elements proposed by the Arguello Boulevard Safety Project. The SFMTA would seek action on the requested commitment to allocate \$78,696 in Prop K funds for post-paving paint work when SFPW's paving project is ready to proceed with construction.

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

The Inner Richmond Neighborhood Greenways Project and the 23rd Avenue Neighborhood Greenway Project are moving forward on separate timelines. Implementation of those projects will be handled by future funding requests.

Scope

The scope for this funding request can be divided into two parts, (1) the implementation of paint-only upgrades to the roadway striping on Arguello Boulevard, and the (2) detailed design of concrete elements that will be coordinated with the upcoming public works paving project.

It is the recommendation of the SFMTA that the paint-only upgrades be implemented as soon as possible, in advance of the planned Public Works paving project currently scheduled for 2017. Arguello Boulevard is a Cyclist High Injury Corridor, designated by the SFMTA and the SF Department of Public Health, and these safety improvements will increase safety for people riding bikes and walking along Arguello Boulevard. Only necessary striping changes will be implemented before the paving project, with add-on elements like green and khaki paint treatments to be implemented following the paving project.

1. Implementation of paint upgrades:

- \$188,931 of this funding request will pay for SFMTA crews to grind and restripe the roadway striping on Arguello Boulevard in 2016 to install safety improvements for people walking and biking. These paint changes will not include green or khaki StreetBond paint treatments due to the imminent paving project in 2017.
- Following the paving project in 2017, \$78,696 in future Prop K funding will be used to implement the proposed green and khaki StreetBond paint treatments such as bike boxes, green bike lane treatments, and khaki Painted Safety Zones. SFPW will pay for restriping of all the paint work done in the prior bullet.

2. Detailed Design of concrete upgrades:

- \$10,520 of this funding request will be sent to DPW to pay for the design of pedestrian safety bulbouts and pedestrian safety islands.
- This design work will be done by DPW in coordination with their curb ramp design work as part of the Arguello Boulevard paving project.
- *Note:* Construction of these concrete elements will be funded via a future funding request.

Tasks and Deliverables

Tasks and deliverables included in the scope of the project include the following, assuming funding is available June 1, 2016:

| Task | Timeline | Deliverable |
|--|------------------|---|
| 1. Create work orders for paint upgrades to Arguello Boulevard and obtain signatures | June 2016 | |
| 2. Grind and restripe Arguello Boulevard | July/August 2016 | 2-3 digital photos of implemented roadway striping upgrades |

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

| Task | Timeline | Deliverable |
|--|---------------------|---|
| 3. Detailed design by Public Works of concrete upgrades to be coordinated with 2017 paving project | June-September 2016 | Final detailed designs and cost estimates for concrete upgrades |

Project Results

Firstly, this project will result in the implementation of paint-only safety improvements this summer for people walking and biking on Arguello Boulevard, as planned by the Arguello Boulevard Safety Project. These upgrades will increase the visibility of pedestrians crossing the street, provide a buffer zone to separate people biking from moving vehicle traffic, provide safe waiting zones for people on bikes making left turns, and address documented collision patterns between motor vehicles and people walking and biking on Arguello Boulevard. Second, this project will pay for Public Works to design concrete improvements along with their 2017 paving project that will increase safety for people walking and biking on Arguello Boulevard. This project would result in approximately 30 fewer parking spaces, or about 2% of parking spaces within one block of Arguello.

Benefits

This project will support the following goals from the SFMTA Strategic Plan:

1. **Safety:** Create a safer transportation experience for everyone.
This project will address documented collision patterns and community concerns on Arguello Boulevard and make the corridor safer for all roadway users.
2. **Travel Choices:** Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel.
The recommended improvements to Arguello Boulevard will create a safe and comfortable environment for people walking and biking on Arguello Boulevard and will make these modes a more popular and attractive choice on this corridor.
3. **Livability:** Improve the environment and quality of life in San Francisco.
This project will improve access to recreational opportunities in Golden Gate Park.

Prioritization

The project will be funded with NTIP placeholder funds in the Bicycle Safety and Circulation and Pedestrian Safety and Circulation categories.

Environmental

For Paint Work:

Prior to approval of the project for construction, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project for construction until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

For DPW Design Work:

The scope of work for which funding is being requested is not considered a project or is otherwise exempt from environmental review.

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

Prior to approval of the project for construction, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project for construction until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

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

FY 2015/16

Project Name: Arguello Boulevard Near-term Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Pending Completion by 6/1/16

PROJECT DELIVERY MILESTONES

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

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

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.

| MILESTONES | |
|---------------------------------------|------------------|
| Work orders for paint upgrade | June 2016 |
| Grind and restripe Arguello Boulevard | July/August 2016 |
| Project Closeout | December 2016 |

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

FY 2015/16

Project Name: Arguello Boulevard Near-term Improvements [NTIP Capital]

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 | \$10,520 | \$10,520 | |
| R/W Activities/Acquisition | | | | |
| Construction | Yes | \$ 188,931 | \$ 188,931 | |
| Procurement (e.g. rolling stock) | | | | |
| | | \$199,451 | \$199,451 | \$0 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost | Source of Cost Estimate |
|----------------------------------|-------------------|------------------------------|
| Planning/Conceptual Engineering | | |
| Environmental Studies (PA&ED) | | |
| Design Engineering (PS&E) | \$ 10,520 | SFPW design fee proposals |
| R/W Activities/Acquisition | | |
| Construction | \$ 188,931 | SFMTA Engineer cost estimate |
| Procurement (e.g. rolling stock) | | |
| Total: | \$ 199,451 | |

% 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.

Summary

| Task | Agency | COST |
|--|---------------|------------------|
| Construction Cost - Grinding | SFPW | \$38,212 |
| Construction Cost - Striping | SFPW | \$115,269 |
| Signs and Meters | SFMTA | \$14,750 |
| Construction Management and Support | SFMTA | \$20,200 |
| Subtotal of Implementation | | \$188,431 |
| Detailed Design of concrete upgrades | SFPW | \$10,520 |
| Subtotal of Implementation and Design | | \$198,951 |
| City Attorney Fees | City Attorney | \$500 |
| TOTAL | | \$199,451 |

CONSTRUCTION PHASE

CONSTRUCTION COSTS - GRINDING

Agency: SFPW

Project: Arguello Boulevard

Computed by: C.Beck

| ITEM # | DESCRIPTION | QUANTITY | UNIT | UNIT PRICE | EXTENSION |
|--------|---------------------------------|----------|--------|------------|-----------|
| 1 | 12" Crosswalk Lines / Stop Bars | 189 | Lin Ft | \$6.39 | \$1,208 |
| 2 | 4" Broken White or Yellow | 417 | Lin Ft | \$1.82 | \$759 |
| 3 | 4" Solid White or Yellow | 920 | Lin Ft | \$3.20 | \$2,944 |
| 4 | 6" Broken White | 845 | Lin Ft | \$2.63 | \$2,222 |
| 5 | 6" Solid White | 925 | Lin Ft | \$4.00 | \$3,700 |
| 6 | 8" Broken White or Yellow | 1026 | Lin Ft | \$3.60 | \$3,694 |
| 7 | 8" Solid White or Yellow | 880 | Lin Ft | \$4.69 | \$4,127 |
| 8 | Double Yellow | 1900 | Lin Ft | \$6.27 | \$11,913 |
| 9 | Messages (see page 2) | 210 | Sq Ft | \$6.08 | \$1,277 |

Labor: \$30,570

Total:

\$31,844

Mat'ls: \$7,642

Added 20% Contingency =

\$38,212

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

CONSTRUCTION COSTS - STRIPING

Agency: SFPW

Project: Arguello Boulevard

Computed by: C.Beck

| ITEM # | DESCRIPTION | QUANTITY | UNIT | UNIT PRICE | EXTENSION |
|--------|--|----------|----------|------------|-----------|
| 1 | 12" Crosswalk Lines / Stop Bars | 181 | Lin Ft | \$6.39 | \$1,157 |
| 2 | 4" Broken White or Yellow | 312 | Lin Ft | \$1.82 | \$568 |
| 3 | 4" Solid White or Yellow | 636 | Lin Ft | \$3.20 | \$2,035 |
| 4 | 6" Broken White | 1400 | Lin Ft | \$2.63 | \$3,682 |
| 5 | 6" Solid White | 5715 | Lin Ft | \$4.00 | \$22,860 |
| 6 | 8" Broken White or Yellow | 80 | Lin Ft | \$3.60 | \$288 |
| 7 | 8" Solid White or Yellow | 56 | Lin Ft | \$4.69 | \$263 |
| 8 | Double Yellow | 1800 | Lin Ft | \$6.27 | \$11,286 |
| 9 | Raised Pavement Markers (White or Yellow) | 197 | Each | \$14.66 | \$2,886 |
| 10 | Messages (see page 2) | 1035 | Sq Ft | \$6.08 | \$6,293 |
| 11 | Bus Zones | 360 | Lin Ft | \$7.76 | \$2,794 |
| 12 | Color Curb Painting | 900 | Lin Ft | \$10.21 | \$9,189 |
| 13 | Staggered Yellow/White Continental Crosswalks (see page 3) | | Lump Sum | - | \$27,638 |
| 14 | Green Sharrow Backing - thermoplastic | 320 | Sq Ft | \$16.00 | \$5,120 |

Total: \$96,058

Added 20% Contingency = **\$115,269**

PAINT AND SIGN COSTS

Agency: SFMTA

Project: Arguello Boulevard

Computed by: C.Beck

| ITEM # | DESCRIPTION | QUANTITY | UNIT | UNIT PRICE | EXTENSION |
|--------|---------------------------|----------|------|------------|-----------|
| 1 | Meter Change/Modification | 8 | Each | \$250.00 | \$2,000 |
| 2 | Safe Hit post | 40 | Each | \$100.00 | \$4,000 |
| 3 | Sign Installation | 35 | Each | \$250.00 | \$8,750 |

TOTAL **\$14,750** includes contingency

CONSTRUCTION MANAGEMENT AND SUPPORT

Agency: SFMTA

Source: FY 2016 Salaries with FY 2015 Overhead Approved Rate v2

| Class | Job Class Title | FY16 Salary per FTE | FY16 Mandatory Fringe Benefits per FTE | Approved Rate (FY 2015) | Overhead | Salary + Fringe + O/H | Hourly Rate | Hours | Cost |
|-------|---------------------|---------------------|--|-------------------------|-----------|-----------------------|-------------|-------|---------|
| 5203 | Assistant Engineer | \$103,246 | \$58,644 | 0.901 | \$145,863 | \$307,753 | \$147.96 | 40 | \$5,918 |
| 5207 | Associate Engineer | \$120,085 | \$65,513 | 0.901 | \$167,225 | \$352,824 | \$169.63 | 10 | \$1,696 |
| 5288 | Transit Planner II | \$91,799 | \$53,574 | 0.901 | \$130,981 | \$276,354 | \$132.86 | 20 | \$2,657 |
| 5289 | Transit Planner III | \$108,942 | \$60,633 | 0.901 | \$152,787 | \$322,362 | \$154.98 | 50 | \$7,749 |
| 5290 | Transit Planner IV | \$129,182 | \$69,498 | 0.901 | \$179,011 | \$377,691 | \$181.58 | 12 | \$2,179 |

TOTAL **\$20,200**

DETAILED DESIGN COSTS

Agency: SFDPPW

| Job Class Title | Hours | Hourly Fully Burd. | Cost |
|--|-----------|--------------------|-----------------|
| Assistant Engineer / 5203 | 66 | \$134.06 | \$8,848 |
| Division Manager: Senior Engineer/5211 | 8 | \$209.14 | \$1,673 |
| SFDPPW Labor Subtotal | 74 | | \$10,521 |

CITY ATTORNEY FEES

Agency: Sf City Attorney

| Job Class Title | Hourly Rate | Hours | Cost |
|-----------------|-------------|-------|--------------|
| City Attorney | \$250 | 2 | \$500 |
| TOTAL | | | \$500 |

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

FY 2015/16

Project Name: Arguello Boulevard Near-term Improvements [NTIP Capital]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$199,451

5-Year Prioritization Program Amount: see below (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.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 to the subject project in the NTIP Placeholder line in the Bicycle Circulation and Safety 5YPP (\$336,000) and the NTIP Placeholder line in the Pedestrian Circulation and Safety 5YPP (\$1,522,000).

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 | \$199,451 | | | \$199,451 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$199,451 | \$0 | \$0 | \$199,451 |

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: N/A

\$199,451

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 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$0 | \$0 | \$0 | \$0 |

| | | |
|--|---------|---------------------------|
| Actual Prop K Leveraging - Entire Project: | #DIV/0! | \$ 199,451 |
| Expected Prop K Leveraging per Expenditure Plan: | N/A | 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: \$199,451

| Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule | | | |
|---|------------------|-----------------------|---------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2015/16 | \$199,451 | 100.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$199,451 | | |

Prop AA Funds Requested: \$0

| Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule | | | |
|--|------------|-----------------------|-----------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| | | #DIV/0! | \$199,451 |
| | | #DIV/0! | \$199,451 |
| | | #DIV/0! | \$199,451 |
| Total: | \$0 | | |

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| Funding Recommended: | Amount | | Phase: |
|----------------------|-------------------|---------------------------|--------|
| | Prop K Allocation | \$188,931 | |
| Prop K Allocation | \$10,520 | Design Engineering (PS&E) | |
| | | | |
| | | | |
| | | | |
| Total: | \$199,451 | | |

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

A multi-phase allocation is recommended as the work represents two distinct scopes of work with independent utility (e.g. design of concrete bulbs and construction of near-term striping work).

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|----------|
| Prop K EP 39 | FY 2016/17 | \$188,931 | 95.00% | \$10,520 |
| Prop K EP 40 | FY 2016/17 | \$10,520 | 5.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| Total: | | \$199,451 | 100% | |

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------|-----------------------|---------------------------|----------|
| Prop K EP 39 | FY 2016/17 | Construction | \$188,931 | 95% | \$10,520 |
| Prop K EP 40 | FY 2016/17 | Design Engineering (PS&E) | \$10,520 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$199,451 | | |

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: | Allocate | \$78,696 | FY 2016/17 | Construction |
| Trigger: | SFPW Arguello paving project is ready to proceed with construction. | | | |

Deliverables:

1. For grinding and restriping work: Upon completion, provide 2-3 digital photos of completed project.
2. For detailed design work: Upon completion, provide evidence of completion of 100% design (e.g. copy of certifications page).
- 3.

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.
- 3.

Notes:

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.
- 2.

Supervisorial 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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|--------------|-----------------------|---------------------------|----------|
| Prop K EP 39 | FY 2016/17 | Construction | \$188,931 | 95% | \$10,520 |
| | | | | 95% | \$10,520 |
| Total: | | | \$188,931 | | |

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

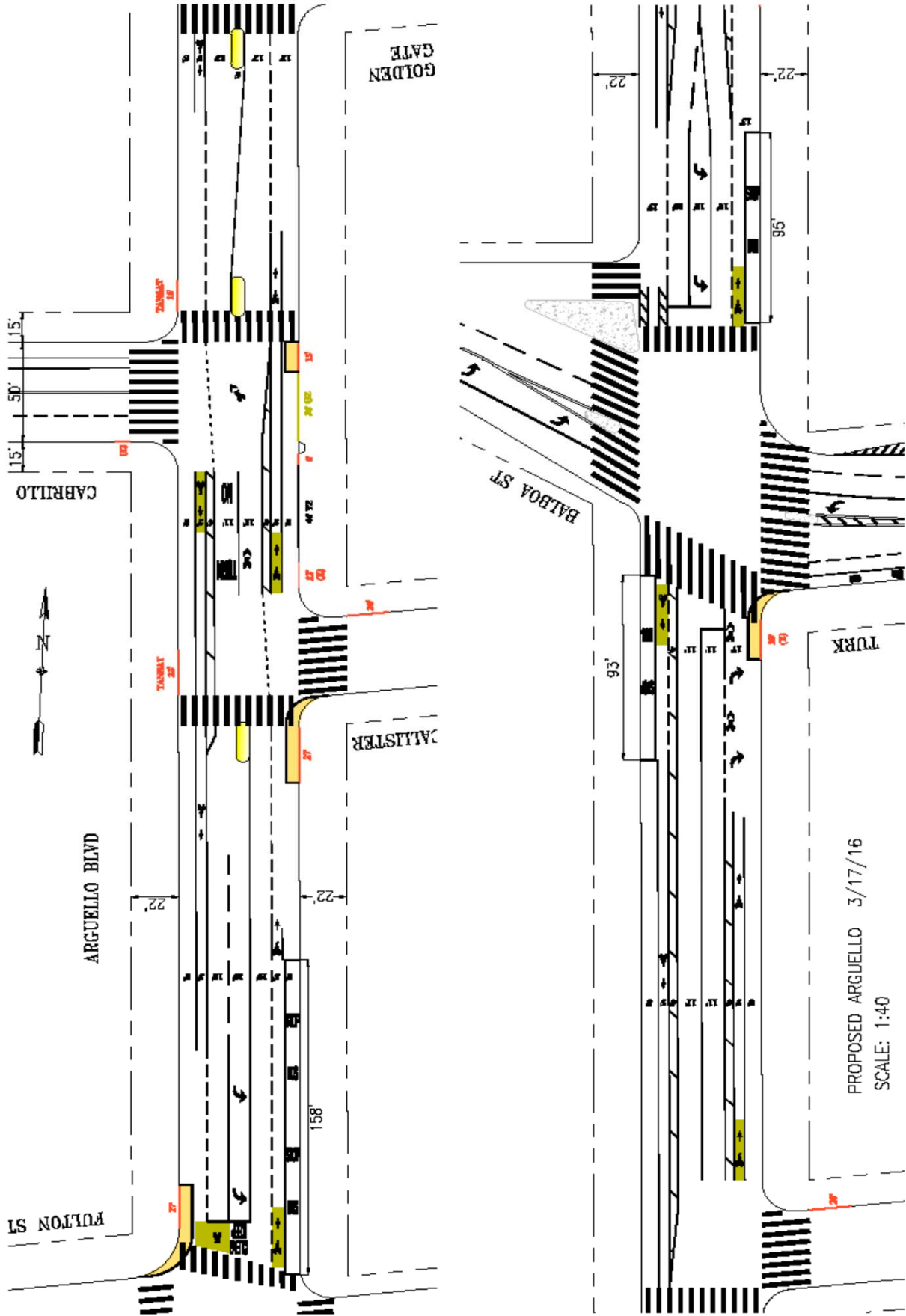
Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------|-----------------------|---------------------------|---------|
| Prop K EP 40 | FY 2016/17 | Design Engineering (PS&E) | \$10,520 | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$10,520 | | |

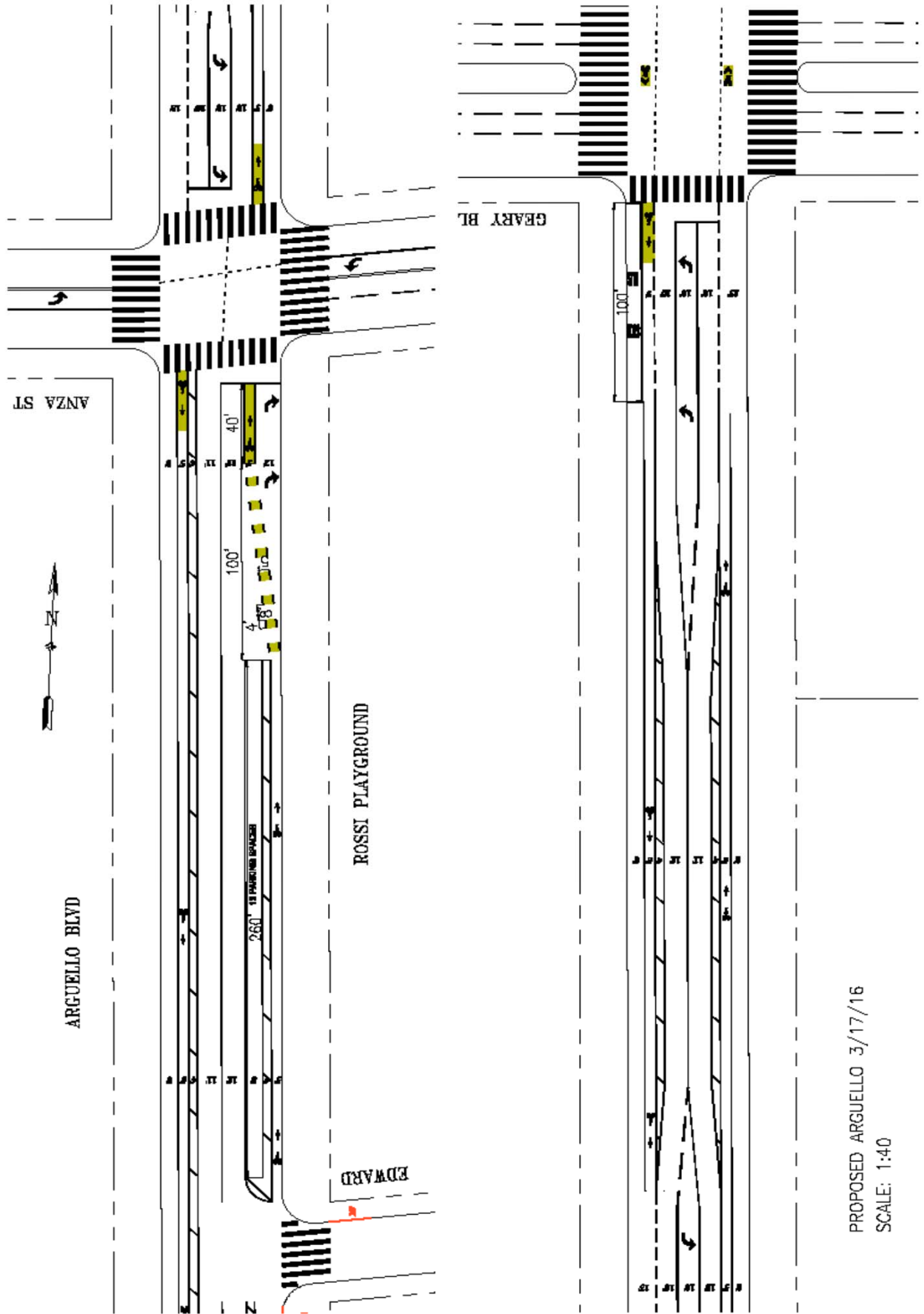
MAPS AND DRAWINGS



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

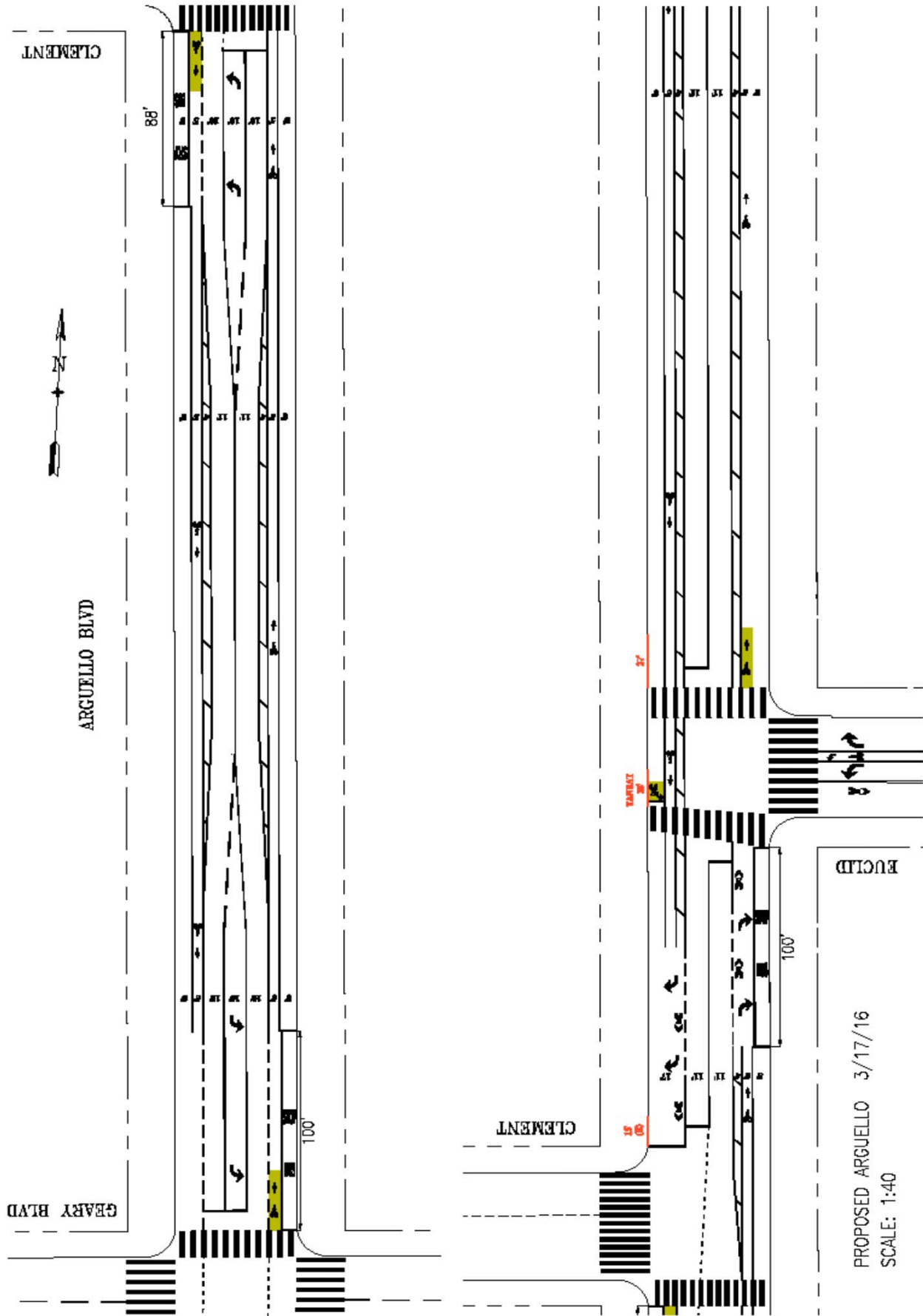


San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form



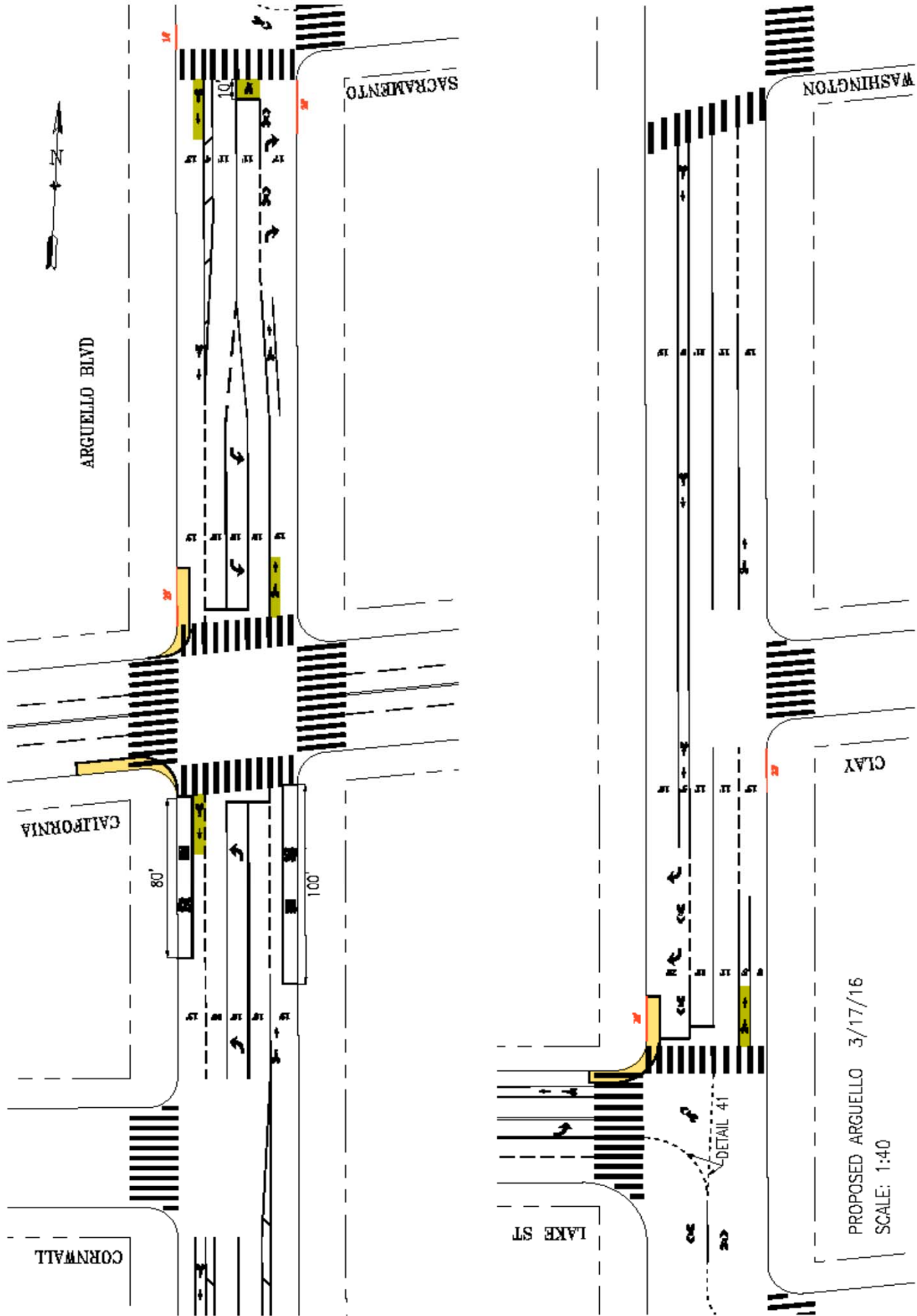
PROPOSED ARGUELLO 3/17/16
SCALE: 1:40

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



PROPOSED ARGUELLO 3/17/16
SCALE: 1:40

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



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

Arguello Boulevard Safety Project – Paving Coordination

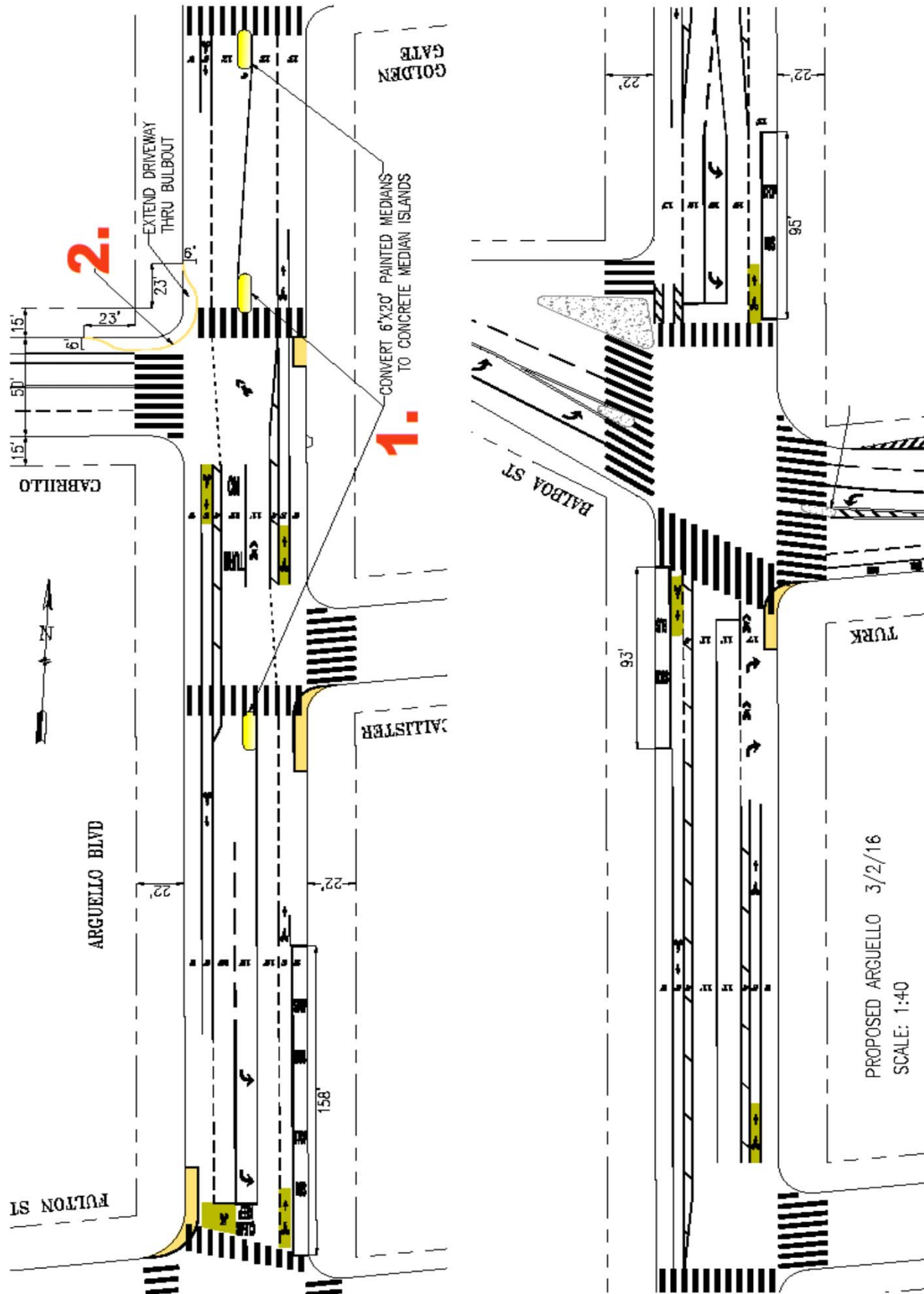
The below improvements are concrete bulbouts and islands that the SFMTA is seeking to have SFPW design and construct as part of their 2017 paving project. These measures address safety concerns that were identified by the community for people walking across Arguello Boulevard at Cabrillo Street.

The March 2016 NTIP Capital funding request will include \$30,000 to send to DPW to design these concrete traffic calming measures along with their design activities for the 2017 paving project.

Concrete Island and Bulb-outs:

1. McAllister, Cabrillo, and Golden Gate Islands
 - Convert 3 painted islands to concrete islands with 6" raised curbs (at McAllister Street, Cabrillo Street, and Golden Gate Avenue)
 - Make design changes to islands where necessary to apply with SF Accessibility guidelines
2. Cabrillo Street pedestrian bulb-out
 - Install a wraparound bulb-out in conjunction with Public Works curb ramp/paving work
 - This location was identified by the community for safety concerns and this bulbout will address key crossing locations of Cabrillo/Arguello

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



PROPOSED ARGUELLO 3/2/16
SCALE: 1:40

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 199,451
Current Prop AA Request: \$ -

Project Name: Arguello Boulevard Near-term Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Charlie Ream

Joel Goldberg

Title: Planner, Livable Streets

Manager,
Capital Procurement & Mgmt

Phone: 415-701-4695

415-701-4499

Fax: _____

Email: charlie.ream@sfmta.com

joel.goldberg@sfmta.com

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

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

Signature: _____

Date: _____



Memorandum

Date: 05.12.16 **RE:** Plans and Programs Committee
May 17, 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 *TJC*

Subject: **ACTION** – Recommend Allocation of \$9,599,451 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have three requests totaling \$9,599,451 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$5 million in Prop K funds and a commitment to allocate another \$6.6 million to leverage Federal Transit Administration funds for the procurement of 33 60-foot New Flyer electric trolley coaches. The committed funds would be available for allocation once the SFMTA secures the remaining federal funds for the project. The SFMTA has also requested \$4,400,000 in Prop K funds for planning and design work to renovate its Burke Avenue industrial building to increase the efficiency of the central warehouse for its Materials Management section and to provide a new headquarters for its Overhead Lines group. Finally, the SFMTA has requested \$199,451 in Prop K Neighborhood Transportation Improvement Program (NTIP) capital funds for bicycle and pedestrian safety improvements on Arguello Boulevard, including bike lane striping, continental crosswalks and design of sidewalk bulbouts to be constructed through the paving project in 2017.

BACKGROUND

We have received three requests for a total of \$9,599,451 in Prop K funds to present to the Plans and Programs Committee at its May 17, 2016 meeting, for potential Board approval on May 24, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- New and Renovated Vehicles – Muni
- Rehab/Upgrades Existing Facilities – Muni
- Bicycle Circulation/Safety
- Pedestrian Circulation/Safety

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

DISCUSSION

The purpose of this memorandum is to present three Prop K requests totaling \$9,599,451 to the Plans and Programs Committee and to seek a recommendation to allocate the funds as requested. Attachment 1 summarizes the three requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed

scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

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

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

ALTERNATIVES

1. Recommend allocation of \$9,599,451 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$9,599,451 in Prop K funds, with conditions, for three 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 April 27, 2016 meeting and adopted a motion of support for the staff recommendation. Subsequent to that meeting, the SFMTA completed final contract negotiations with New Flyer of America, reducing the total cost for procurement of 33 trolleys by \$1.9 million and reducing the needed Prop K match by \$386,000. Transportation Authority staff has therefore reduced its recommended future commitment to allocate from \$7,023,785 to \$6,637,580.

FINANCIAL IMPACTS

This action would allocate \$9,599,451 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for three requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summaries – FY 2015/16, shows the total approved FY 2015/16 Prop K allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the 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 \$9,599,451 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

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

1 [Development of a Transportation Sales Tax Expenditure Plan]

2

3 **Resolution urging the San Francisco County Transportation Authority, in partnership**
4 **with the Mayor’s Office and the San Francisco Municipal Transportation Agency, to**
5 **develop a San Francisco Transportation Expenditure Plan to specify the use of**
6 **revenues from a potential new half-cent sales tax for transportation for potential**
7 **consideration for the November 2016 ballot.**

8

9 WHEREAS, The San Francisco County Transportation Authority (SFCTA) adopted the
10 most recent update of the countywide transportation plan (the San Francisco Transportation
11 Plan or SFTP) in 2013, which establishes the 30-year vision for San Francisco’s
12 transportation system; and

13 WHEREAS, As documented in the SFTP, San Francisco’s needs for transportation
14 funding far exceed expected revenue from federal, state, regional and local sources; and

15 WHEREAS, The SFTP, through its investment scenarios and policy recommendations,
16 proposes ways to invest the dollars we expect to have to most effectively make progress
17 towards our goals, but analysis shows that this progress is limited unless new revenues are
18 identified; and therefore, the SFTP recommends a two-pronged revenue strategy: positioning
19 San Francisco to compete well for new regional, state, and federal sources, and seeking new
20 locally-controlled sources; and

21 WHEREAS, Building on the SFTP analysis and recommendations, the Mayor’s
22 Transportation 2030 Task Force investigated what San Francisco needs to do to fix the
23 transportation network and prepare it for the future; confirming that anticipated revenues were
24 inadequate to meet those needs; and

25

1 WHEREAS, The Task Force recommended a series of local funding sources (including
2 general obligation bonds, a sales tax, and a vehicle license fee) that, if approved by voters,
3 would provide about \$3 billion to complete a suite of critical transportation infrastructure
4 projects by 2030; and

5 WHEREAS, San Francisco voters approved the first of the Task Force's recommended
6 measures in November 2014 by approving Proposition A, the Transportation and Road
7 Improvement Bond, which will invest \$500 million to complete a range of projects that will
8 reduce Muni travel times, make Muni less crowded and more reliable, and enhance safety on
9 San Francisco's streets; and

10 WHEREAS, At the same election, San Francisco voters approved Proposition B, which
11 requires the City to adjust funding for transportation each year based on population growth;
12 and these funds are helping to improve transit and make our streets safer for all; and

13 WHEREAS, Over the last two years the MTA has adopted a Free MUNI for Youth
14 program, a Free MUNI for Seniors and Disabled program, and a MUNI Service Equity
15 Strategy to guide needed service performance improvements for low-income, transit-
16 dependent communities; and

17 WHEREAS, Since the adoption of the Transportation 2030 recommendations, the City
18 committed to Vision Zero, a policy to build safety into our transportation system to end all
19 severe and fatal traffic injuries by 2024, through accelerated investment in safe streets that
20 prevent severe and deadly crashes on our streets and support safer behavior on the roads;
21 and

22 WHEREAS, While we are making real improvements in transit reliability, building and
23 providing smoother, safer streets, and improving the pavement condition of our street
24 network, our transportation system is still in need of significant investment to bring it into a
25 state of good repair and to sustain it at such a level, and we have an urgent need to invest

1 more in near and long-term projects that relieve severe overcrowding on our local and
 2 regional transit systems such as Muni, BART, and Caltrain to better serve current residents,
 3 employees, and visitors and provide for planned growth, as well as an urgent need for the
 4 resources to efficiently expand service to fully utilize these capital resources and to ensure we
 5 can equitably provide transit service and infrastructure investments to our community; and

6 WHEREAS, Such transportation investments can also be complemented with efforts
 7 and improvements to promote equitable transit-oriented development; and

8 WHEREAS, We need a stable source of funding to continue to invest in street
 9 resurfacing, safety improvements, and the pedestrian and bicycle networks ~~to advance Vision~~
 10 ~~Zero~~; now, therefore, be it

11 RESOLVED, That the San Francisco Board of Supervisors asks the SFCTA working in
 12 partnership with the Mayor's Office and the San Francisco Municipal Transportation Agency
 13 (SFMTA), which is administering the Transportation 2030 program, to lead development of a
 14 San Francisco Transportation Expenditure Plan to specify the use of revenues from a
 15 potential new half-cent sales tax for transportation for potential consideration for the
 16 November 2016 ballot; and, be it, further;

17 RESOLVED, That the San Francisco Transportation Expenditure Plan shall build and
 18 expand on the recommendations of the SFTP and the Transportation 2030 Task Force,
 19 including priorities that emerged after the Task Force convened, including strategies to
 20 support equity, service improvements and traffic safety; and, be it, further

21 RESOLVED, That the SFCTA and the SFMTA shall ensure that representatives of city
 22 agencies, regional transit agencies serving San Francisco, the Metropolitan Transportation
 23 Commission, members of the public, and other key interested stakeholders shall be able to
 24 provide input into the San Francisco Transportation Expenditure Plan development, providing

25

1 at least three publicly noticed meetings in May and June 2016 and developing a
2 complementary public engagement strategy.

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Attachment 2

DRAFT ½ Cent Transportation Sales Tax Expenditure Plan Principles

- Build on priorities identified in the 2014 Transportation 2030 (T2030) Report and 2013 San Francisco Transportation Plan (SFTP) including:
 - Maintain existing assets in a state-of-good repair;
 - Improve travel time and reliability;
 - Reduce costs and geographic and socio-economic disparities;
 - Serve planned growth; and
 - Improve safety and accessibility of the system.
- Embrace City and agency initiatives passed since T2030, including strategies to support equity, affordability and traffic safety
 - Muni Equity Strategy
 - Free Muni for Youth Program and Free Muni for Seniors and Disabled Program
 - Vision Zero
- Update project/program progress and information, including:
 - Update cost and funding (e.g. funds now secured) information
 - Update information from regional transit operators, including City's shared obligation for Caltrain and BART
- Increased focus on core capacity, system resiliency and equity given rapid growth and affordability pressures
 - Extend Expenditure Plan period to SFTP period (25 years vs. 15 for T2030 Plan) to provide more revenues to address needs and better align with Plan Bay Area 2017 update
 - Address regional and local transit expansion priorities, i.e. Muni and BART cars, Caltrain Electrification and transportation system management

DRAFT ½ Cent Transportation Sales Tax Expenditure Plan Funding Principles

- Provide a bridge between 2017 and potential future revenue measures
 - Updated and extended Prop K Expenditure Plan, as early as November 2023
 - 2024 GO Bond (recommend in Transportation 2030 Report)
 - New bridge toll (RM3, estimated as early as 2018)
- Consider funding eligibility, particularly for those projects and programs that are not eligible for other key funding sources (e.g. Muni LRV and BART cars are not G.O. Bond eligible)