



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, February 23, 2016; 11:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Wiener (Chair), Mar (Vice Chair), Avalos, Breed, Campos, Cohen, Farrell, Kim, Peskin, Tang and Yee

Clerk: Steve Stamos

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On February 25, 2014, through Resolution 14-58, the Transportation Authority established an ad hoc Vision Zero Committee to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024. As established, the Committee includes five members, with the Transportation Authority Chair serving as an ex-officio member. Consistent with Chair Wiener's 2016 committee assignments, we are recommending revising the structure of the Vision Zero Committee by downsizing it from five to three members to ensure that the Committee will be able to maintain quorum at its meetings.

Board Meeting Agenda

10. Equity Strategy for the San Francisco Municipal Transportation Agency – INFORMATION* 127

At the February Board meeting, San Francisco Municipal Transportation Agency (SFMTA) staff will provide an update on the preliminary Fiscal Year 2017/18 recommendations from the Muni Service Equity Strategy, which is partially funded with Prop K sales tax dollars. In May 2014, the SFMTA Board adopted the Muni Equity Policy, which calls for a biennial Service Equity Strategy to be adopted on the same cycle as SFMTA's budget and presented to the SFMTA and Transportation Authority Boards. The Service Equity Strategy builds on existing Title VI annual monitoring, uses a neighborhood-based approach to improving routes most critical to low-income/minority communities, and analyzes key indicators at all times of day including on-time performance, travel times, and crowding.

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

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

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

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, December 15, 2016

1. Roll Call

Chair Wiener called the meeting to order at 11:00 a.m.

Present at Roll Call: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

2. Chair's Report – INFORMATION

Chair Wiener reported that over the past year, the Transportation Authority collaborated with agency and community partners to achieve a number of important milestones for the city's transportation system, including wins at the federal, state and local levels. He thanked Commissioner Cohen for serving as Vice Chair, as well as Commissioner Tang for leading the Plans and Programs Committee and Commissioner Avalos for heading the Finance Committee. He said that throughout the year, the Transportation Authority had joined with transportation agencies across the country to successfully advocate for the first multi-year federal transportation bill since 2005. He said the five-year Fixing America's Surface Transportation Act would bring greater stability to San Francisco and Bay Area highway and transit programs in the coming years. He said that at the state level, cap and trade funds continued to generate revenue for the city's transit systems, such as the expansion of Muni's light rail vehicle fleet and development of high-speed rail to better connect the growing region and state.

Chair Wiener said that at the local level, the voter approved sales tax and other Transportation Authority-managed funds played a key role in attracting state and federal dollars, as well as filling funding gaps. He said that in 2015, the Transportation Authority celebrated the opening of the new Presidio Parkway and oversaw steady progress on Muni's Central Subway extension, Van Ness Avenue Bus Rapid Transit, Better Market Street and the Transbay Transit Center. He said the local funds also supported many neighborhood improvements and Vision Zero safety projects, from new crosswalks and bike lanes to street repaving and traffic signals all across the city. He said the Transportation Authority's regional coordination efforts also helped secure the expansion of Bay Area Bikeshare, slated to increase San Francisco's fleet ten-fold over the next two years. He said looking ahead to 2016, it would be important for San Francisco to keep investing locally and regionally, as the city's public transit systems and roadways struggled to keep up with growing demands. He said that this investment would be crucial to the affordability, livability and economic vitality of the city and region, and that he looked forward to continued success at the Transportation Authority in 2016.

There was no public comment.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, said she would forego the Executive Director's Report this month and would instead be presenting the Annual Report during Item 9.

There was no public comment.

4. Approve the Minutes of the December 15, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

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

5. Election of Chair and Vice Chair – ACTION

Commissioner Campos moved to nominate Commissioner Avalos for Chair of the Transportation Authority, seconded by Commissioner Mar.

Commissioner Cohen moved to nominate Commissioner Wiener for Chair of the Transportation Authority, seconded by Commissioner Breed.

Commissioner Avalos stated that he had served as Chair of the Transportation Authority in 2013 and 2014 and believed it was important to rotate leadership. He said that he would support Commissioner Wiener for Chair and respectfully declined the nomination from Commissioner Campos.

There was no public comment.

Commissioner Wiener was elected Chair by the following vote:

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

Absent: Commissioner Kim (1)

Commissioner Peskin moved to nominate Commissioner Mar for Vice Chair of the Transportation Authority, seconded by Commissioner Yee.

There was no public comment.

Commissioner Mar was elected Vice Chair by the following vote:

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

Absent: Commissioner Kim (1)

Items from the Finance Committee

6. Award a Three-Year Consultant Contract to Arup, in an Amount Not to Exceed \$1,150,000, for Planning and Engineering Services for the San Francisco Long Range Transportation Planning Program, 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, Farrell, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Kim (1)

7. Approve the 2016 State and Federal Legislative Program – ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Kim (1)

Items from the Plans and Programs Committee

8. Appoint Richard Hashimoto and William Newsom to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Mar, Peskin, Tang and Wiener (9)

Absent: Commissioners Kim and Yee (2)

Items for Direct Board Consideration

9. Adopt the 2015 Annual Report – ACTION

Tilly Chang, Executive Director, presented the Annual Report in lieu of the Executive Director's Report.

There was no public comment.

The item was approved without objection by the following vote:

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

Other Items

10. Introduction of New Items – INFORMATION

There was no public comment.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 11:38 a.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 February 9, 2016, the Finance Committee reviewed and discussed the attached state legislation matrix, and subsequently approved a motion amending the staff recommendation to change the positions on Assembly Bill (AB) 1641 (Allen, Travis) and Assembly Bill First Extraordinary Session (ABX1) 25 (Allen, Travis) from watch to oppose, and the position on ABX1 18 (Linder) from support to oppose, and then approved a motion recommending approval of the amended staff recommendation as shown in the attached legislation matrix; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt new support positions on AB 1591 (Frazier), AB 1574 (Chiu), Senate Bill (SB) 812 (Hill) and SB 824 (Beall); and new oppose positions on AB 1550 (Gomez), AB 1641 (Allen, Travis), ABX1 18 (Linder) and ABX1 25 (Allen, Travis); and be it further

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

Attachment:

1. Legislative Matrix

**San Francisco County Transportation Authority
February 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 support positions** on Assembly Bill (AB) 1591 (Frazier), AB 1574 (Chiu), Senate Bill (SB) 812 (Hill) and SB 824 (Beall); and **new oppose positions** on AB 1550 (Gomez), AB 1641 (Allen, Travis), Assembly First Extraordinary Session (ABX1) 18 (Linder) and ABX1 25 (Allen, Travis).

Bill #	Author	Description	Status	Position	Comments
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Dead	New - Recommend Delete from Matrix	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)		Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 23 Introduced: 12/1/2014 pdf html</p>	<p>Patterson R (Dist 23)</p>	<p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</p>	<p>Assembly Natural Resources</p>	<p>Oppose</p>	<p>This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferral will be to reduce Cap and Trade auction revenues.</p>
<p>AB 24 Amended: 4/22/2015 pdf html</p>	<p>Nazarian D (Dist 46)</p>	<p>Transportation network companies: public safety requirements. Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.</p>	<p>Assembly Dead</p>	<p>New - Recommend Delete from Matrix</p>	<p>Intended to further develop the existing transportation network company regulatory statutes by requiring TNC's to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 35 Vetoed: 10/10/2015 pdf html	Chiu D (Dist 17)	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years 2016 through 2021, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$100,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria.	Assembly Vetoed	New - Recommend Delete from Matrix	AB 35 would increase the state tax credit for low income housing allocation by an additional \$100 million, which would allow the state to leverage additional federal tax credits and federal tax-exempt bond authority annually for the creation and preservation of affordable rental homes for a broad range of lower income households through the state. The Board had previously adopted a support position on this bill.
AB 61 Amended: 4/20/2015 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.	Assembly Dead	New - Recommend Delete from Matrix	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles. This measure did not meet deadlines. Author has introduced 2 new measures that are similar: AB 1641 and ABX1 25.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 156 Amended: 8/18/2015 pdf html</p>	<p>Perea D (Dist 0)</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 and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.</p>	<p>Senate 2 year</p>	<p>New - Recommend Delete from Matrix</p>	<p>This bill requires the Air Resources Board (ARB) to include technical assistance funds to assist disadvantaged and low-income communities in its AB 32 Greenhouse Gas Reduction Fund (GGRF) Investment Plan. The Metropolitan Transportation Commission has opposed this bill as the Bay Area has very few areas classified as "disadvantaged communities" and this program would redirect funds that would otherwise be directed to other transportation programs. The SFCTA Board previously adopted an oppose position on this bill.</p>
<p>AB 212 Introduced: 2/2/2015 pdf html</p>	<p>Achadjian R (Dist 35)</p>	<p>State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Assembly Dead</p>	<p>New - Recommend Delete from Matrix</p>	<p>This is a spot bill for which the author has not disclosed his intentions.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 227 Amended: 1/4/2016 pdf html	Alejo D (Dist 30)	Household hazardous waste: transportation manifest. Current law requires, on or before December 31, 2019, public agencies and their contractors that transport household hazardous waste to a hazardous waste facility to use certain consolidated manifesting procedures. Current law establishes volumetric and weight limits on the amount of hazardous waste that a conditionally exempt small quantity generator may transport to a household hazardous waste collection facility. Current law expresses the weight limit in 2 alternative measures. This bill would extend the consolidated manifesting procedures requirement to December 31, 2020.	Assembly Dead	New - Recommend Delete from Matrix	Bill no longer relates to transportation. This bill previously mandated that State General Fund loans from transportation revenues be repaid, and the SFCTA Board had adopted a support position.
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Dead	New - Recommend Delete from Matrix	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 318 Amended: 6/11/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate 2 year	Watch	This bill establishes a pilot program, until 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days. LA Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.

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Bill #	Author	Description	Status	Position	Comments
AB 378 Amended: 1/4/2016 pdf html	Mullin D (Dist 22)	State Highway 101 Route corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would require the department, in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, to create an integrated corridor management team to consider transportation projects addressing congestion relief in the State Highway Route 101 corridor located within the County of San Mateo.	Assembly Dead	New - Recommend Delete from Matrix	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. The SFCIA previously adopted a support position on the bill.
AB 457 Amended: 3/26/2015 pdf html	Melendez R (Dist 67)	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Dead	New - Recommend Delete from Matrix	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
AB 464 Vetoed: 8/17/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Vetoed	New - Recommend Delete from Matrix	Provides significant new local government sales tax capacity by setting local cap at 3%. Latest amendment would retain 2% "cap" through 2016, with the "cap" increased to 3% after 2016. The SFCIA Board had previously adopted a support position on the bill.

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Bill #	Author	Description	Status	Position	Comments
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Dead	New - Recommend Delete from Matrix	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
AB 516 Amended: 7/16/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the Department of Motor Vehicles (DMV) to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Senate 2 year	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.
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Dead	New - Recommend Delete from Matrix	Spot bill.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 528 Introduced: 2/23/2015 pdf html</p>	<p>Baker R (Dist 16)</p>	<p>San Francisco Bay Area Rapid Transit District: strikes: prohibition. Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.</p>	<p>Assembly Dead</p>	<p>New - Recommend Delete from Matrix</p>	<p>The bill would prohibit BART employees from striking or undertaking a work stoppage.</p>
<p>AB 620 Amended: 1/27/2016 pdf html</p>	<p>Hernández, Roger D (Dist 48)</p>	<p>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.</p>	<p>Senate Rules</p>	<p>Watch</p>	<p>Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income. Amended to allow LACMTA flexibility in providing low income assistance.</p>
<p>AB 779 Amended: 8/19/2015 pdf html</p>	<p>Garcia, Cristina D (Dist 58)</p>	<p>Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service (LOS) standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.</p>	<p>Senate Appropriations</p>	<p>Support and Work with Author</p>	<p>Latest amendment eliminates LOS as an element of a congestion management plan.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 828 Amended: 7/14/2015 pdf html	Low D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.
AB 869 Amended: 6/18/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	Senate 2 year	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).

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Bill #	Author	Description	Status	Position	Comments
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Dead	New - Recommend Delete from Matrix	This remains a spot bill regarding state transportation funding as well as increasing the CTC to 15 members. This bill also includes language declaring that the Legislature intends to enact legislation to explore a two-tiered road usage charge which would provide that a person who drives a car made in 2005 or before would pay a lesser surcharge than a person who drives a newer vehicle, and would continue to pay the lesser surcharge if he or she purchases a newer, more fuel efficient vehicle.
AB 886 Amended: 1/4/2016 pdf html	Chau D (Dist 49)	Transportation service network provider (TSNP); passenger privacy. The Passenger Charter-Party Carriers' Act prohibits a transportation network company from disclosing personally identifiable information of a passenger, with certain exceptions, including when the passenger knowingly consents or pursuant to a legal obligation. This bill would modify the knowing consent exception to the prohibition against disclosure of personally identifiable information by requiring the affirmative consent of a passenger through an opt-in selection that is separate from and not conditioned on various other transactions between the passenger and the transportation network company.	Assembly Dead	New - Recommend Delete from Matrix	The bill seeks to encompass not just Transportation Network Companies (TNCs), but all future transportation services, including taxis, which may someday adopt online-enabled applications or platforms. This bill then seeks to protect TSNP customer data consistent with the Public Utilities Commission (PUC) information practices principles by limiting its collection, use, and sharing to only purposes necessary to complete a transaction, investigate criminal activities, and maintaining a user's account.

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Bill #	Author	Description	Status	Position	Comments
AB 902 Chaptered: 9/21/2015 pdf html	Bloom D (Dist 50)	Traffic violations: diversion programs. Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to the imposition of those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program that is sanctioned by local law enforcement	Assembly Chaptered	New - Recommend Delete from Matrix	This bill expands the applicability of local diversion programs for vehicle code violations not involving a motor vehicle from a "minors-only" policy to include violators of all ages. A frequent violation that fits this program is running a stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit. The San Francisco Municipal Transportation Agency supports this bill. The SFCTA Board previously adopted a support position on the bill.
AB 945 Amended: 5/20/2015 pdf html	Ting D (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	Watch	The bill is intended to encourage out-of-state electric vehicle buyers to come to the factory and visit the state as part of their experience. Recent amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position.

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Bill #	Author	Description	Status	Position	Comments
AB 1030 Amended: 7/7/2015 pdf_html	Ridley-Thom as D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate 2 year	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.
AB 1033 Amended: 1/4/2016 pdf_html	Garcia, Eduardo D (Dist 56)	Economic impact analysis: small business definition. Would authorize a state agency, when preparing the economic impact analysis, to use a consolidated definition of small business to determine the number of small businesses within the economy, a specific industry sector, or geographic region, and would define "small business" for that purpose as a business that is independently owned and operated, not dominant in its field of operation, and has fewer than 100 employees.	Senate Governmental Organization	New - Recommend Delete from Matrix	Previously created the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s. Now no longer relates to transportation.
AB 1087 Introduced: 2/27/2015 pdf_html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Dead	New - Recommend Delete from Matrix	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects. This would prevent the ultimate project from being fully realized.

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Bill #	Author	Description	Status	Position	Comments
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	Assembly Dead	New - Recommend Delete from Matrix	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the Congestion Management Plan is achieving greenhouse gas reductions, and support the region's Sustainable Communities Strategy. We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation, and will reach out to the author and the Office of Planning and Research.
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Dead	New - Recommend Delete from Matrix	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project. The SFCTA Board previously adopted an oppose position on this bill.

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Bill #	Author	Description	Status	Position	Comments
AB 1160 Amended: 4/14/2015 pdf_html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Dead	New - Recommend Delete from Matrix	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection. The SFCIA Board previously adopted an oppose position on this bill.
AB 1176 Amended: 8/18/2015 pdf_html	Perea D (Dist 0)	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill contains other related provisions.	Senate Appropriations	Watch	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.
AB 1265 Amended: 4/29/2015 pdf_html	Perea D (Dist 0)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Dead	New - Recommend Delete from Matrix	Extends P3 law, indefinitely. Similar bill introduced in Special Session: ABX1 - 2 (Perea) and SBX1-14 (Cannella).

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Bill #	Author	Description	Status	Position	Comments
AB 1335 Amended: 6/3/2015 pdf html	Atkins D (Dist 78)	Building Homes and Jobs Act. Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. This bill contains other related provisions and other existing laws.	Assembly Third Reading	Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities. The author seeks to increase the amount of cap and trade funds available for the various ongoing cap and trade programs to disadvantaged communities from 25% in current law, to 40%. MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed. The SFCFTA Board had previously adopted an oppose position on this bill.
AB 1336 Amended: 1/14/2016 pdf html	Salas D (Dist 32)	Greenhouse gases: Community Climate Improvement Program. Would establish and require the Strategic Growth Council, in coordination with the State Air Resources Board, to administer the Community Climate Improvement Program to provide grants for the development and implementation of regional projects that reduce or sequester greenhouse gas emissions. The bill would require the council, in coordination with the state board, to develop guidelines for the program. The bill would require the council to implement the program with moneys appropriated from the Greenhouse Gas Reduction Fund.	Assembly Dead	New - Recommend Delete from Matrix	
AB 1360 Amended: 7/2/2015 pdf html	Ling D (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Senate 2 year	Watch	Transportation Network Companies (TNCs) have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.

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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 (CTC). Current law vests the CTC with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Rules	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Amended: 1/4/2016 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC). Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the 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 instead limit the direct contributions by the authority to the commission in any fiscal year to 1% of funds available to the authority in that fiscal year, and would impose a similar restriction on loans from the authority to the commission.	Assembly Dead	New - Recommend Delete from Matrix	Spot bill relating to fiscal relationship between BATA and MTC.
AB 1486 Introduced: 2/27/2015 pdf html	Obermole R (Dist 33)	Vehicles: toll highways. Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Dead	New - Recommend Delete from Matrix	Spot bill pertaining to toll highways.

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Bill #	Author	Description	Status	Position	Comments
AB 1550 Introduced: 1/4/2016 pdf html	Gomez D (Dist 51)	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund (GGRF). This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.	Assembly Print	New - Recommend Oppose	Increases requirement from 10% to 25% of GGRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low-income households. We have previously opposed similar legislation because the state's definition of DAC does not adequately reflect the disadvantaged communities of San Francisco. We are working with the state to amend the DAC definition.
AB 1555 Introduced: 1/4/2016 pdf html	Gomez D (Dist 51)	Greenhouse Gas Reduction Fund (GGRF). Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.	Assembly Print	New - Recommend Watch	This bill is intended to be a vehicle for negotiating GGRF funds expenditures left over from 2015.
AB 1569 Introduced: 1/4/2016 pdf html	Steinorth R (Dist 40)	California Environmental Quality Act (CEQA): exemption: existing transportation infrastructure. Would exempt from the provisions of CEQA 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 Print	New - Recommend Watch	Would exempt minor road repair projects from CEQA if carried out within existing right-of-way.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1574 Introduced: 2/1/2016 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>Vehicles of charter-party carriers of passengers and passenger stage corporations. This bill 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.</p>	<p>Referred to Utilities & Commerce and Transportation</p>	<p>New – Recommend Support</p>	<p>The bill seeks to ensure that buses are inspected under safety 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.</p>
<p>AB 1591 Introduced: 1/6/2016 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Print</p>	<p>New - Recommend Support</p>	<p>New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Inter-city Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 1641 Introduced: 1/11/2016 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	Assembly Print	New - Recommend Oppose	This bill replaces AB 61 by same author to address the shuttle services' use of transit stops. At the February 9, 2016 Finance Committee meeting the Commissioners voted to change the recommended position from watch to oppose.
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 Print	New - Recommend Watch	This bill expands limited speed (15 mph) zone to 1/4 mile of a school.
AB 1677 Introduced: 1/19/2016 pdf html	Ting D (Dist 19)	Vehicles: tour buses: safety inspections. This bill would require the department to develop protocols, in consultation with representatives of local government, to allow for the inspection of tour buses by a designated local agency of the local jurisdiction in which the tour bus operates, and would require these protocols to include, at a minimum, a requirement that, upon completion of an inspection of a tour bus, the designated local agency report its findings to the Public Utilities Commission. The bill would provide that any inspection conducted by a designated local agency pursuant to these protocols shall be in addition to, and not in lieu of, any other inspection requirements imposed under law.	Assembly Print	New - Recommend Watch	Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1725 Introduced: 1/28/2016 pdf html</p>	<p>Wagner R (Dist 68)</p>	<p>Vehicles: automated traffic enforcement systems. Would require a driver facing a steady circular red signal alone at a freeway or highway onramp signal, to stop at a marked limit line, but if none, before the signal, and to remain stopped until an indication to proceed is shown. The bill would make a violation of this requirement an infraction punishable by a fine of \$50. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Print</p>	<p>New - Recommend Watch</p>	<p>Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.</p>
<p>ABX1.1 Introduced: 6/23/2015 pdf html</p>	<p>Alejo D (Dist 30)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>This bill mandates that State General Fund loans from transportation revenues be repaid.</p>
<p>ABX1.2 Introduced: 6/25/2015 pdf html</p>	<p>Perea D (Dist 31)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>Extends public-private partnership law indefinitely. Similar to AB 1265 (Perea) and SBX1 14 (Cannella).</p>

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Bill #	Author	Description	Status	Position	Comments
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.
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.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX17 Introduced: 7/16/2015 pdf html</p>	<p>Nazarian D (Dist 46)</p>	<p>Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>The bill would seek to increase cap and trade revenues to 2 transit programs: (1) rail capital and (2) transit operations. This bill is the same as SBX1 8 (Hill).</p>
<p>ABX1 8 Introduced: 7/16/2015 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>The bill seeks to increase State transit assistance funds by increasing the sales tax rate and diesel. This bill is the same as SBX1 7 (Allen).</p>
<p>ABX1 9 Introduced: 8/17/2015 pdf html</p>	<p>Levine D (Dist 10)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.</p>

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Bill #	Author	Description	Status	Position	Comments
ABX1 10 Introduced: 8/19/2015 pdf html	Levine D (Dist 10)	<p>Public works: contracts: extra compensation.</p> <p>Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>	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	<p>Greenhouse Gas Reduction Fund: streets and highways.</p> <p>Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	Assembly Print	Oppose	The bill would reduce funds from cap and trade for the Affordable Housing and Sustainable Communities competitive grant program by half and dedicate the savings to road repair.
ABX1 14 Introduced: 8/31/2015 pdf html	Waldron R	<p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p> <p>Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	Assembly Print	Watch	This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes.

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Bill #	Author	Description	Status	Position	Comments
ABX1 15 Introduced: 8/31/2015 pdf html	Patterson R	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	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county.	Assembly Print	Watch	Intended to test the efficiency of Caltrans by authorizing a pilot program in which two counties would be able to assume Caltrans' responsibility for operating and maintaining highways with the county.
ABX1 17 Introduced: 8/31/2015 pdf html	Achaadjian R	Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	Assembly Print	Oppose	This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources.

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Bill #	Author	Description	Status	Position	Comments
ABX1 18 Introduced: 8/31/2015 pdf html	Linder R	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	New - Recommend Oppose	This measure would seek the return of truck weight fees to state highway rehabilitation purposes. At the February 9, 2016 Finance Committee meeting the Commissioners voted to change the recommended position from support to oppose. The bill re-establishes the independence of the CTC from the Administration Transportation Agency.
ABX1 19 Introduced: 8/31/2015 pdf html	Linder R	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	This Republican Caucus measure would seek the elimination of vacant positions in state government and dedicate the funds the freed to be dedicated to road repairs.
ABX1 20 Introduced: 8/31/2015 pdf html	Gaines, Beth R	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	Extends to highway projects judicial relief from a CEQA challenge in certain cases.
ABX1 21 Introduced: 8/31/2015 pdf html	Obornolte R	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	

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1 25 Introduced: 1/11/2016 pdf html</p>	<p>Allen, Travis R (Dist 72)</p>	<p>Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that 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.</p>	<p>Assembly Print</p>	<p>New - Recommend Oppose</p>	<p>A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis). At the February 9, 2016 Finance Committee meeting the Commissioners voted to change the recommended position from watch to oppose.</p>
<p>ACA 4 Amended: 8/17/2015 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Assembly Appropriations Suspense File</p>	<p>Support</p>	<p>This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.</p>

San Francisco County Transportation Authority
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Bill #	Author	Description	Status	Position	Comments
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferred will be to reduce Cap and Trade auction revenues.
SB 8 Amended: 2/10/2015 pdf html	Hertzberg D (Dist 18)	Taxation. Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	Senate Dead	New - Recommend Delete from Matrix	Formerly a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.

**San Francisco County Transportation Authority
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Bill #	Author	Description	Status	Position	Comments
SB 16 Amended: 6/1/2015 pdf html	Beall D (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.	Senate Inactive File	Support and Seek Amendment	Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$35 and VLF by .35%. We are working with the Mayor's Office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the VLF increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016. Similar bill introduced in Special Session: SBX1-1 (Beall). This bill is likely dead.
SB 39 Amended: 4/8/2015 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000. Budget trailer bill was approved to accomplish this.

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Bill #	Author	Description	Status	Position	Comments
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate Dead	New - Recommend Delete from Matrix	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Dead	New - Recommend Delete from Matrix	This is a CEQA spot bill.
SB 158 Amended: 3/26/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Dead	New - Recommend Delete from Matrix	This was initially a spot bill to address the public-private partnership law. It has been amended to apply solely to the 710 N project in LA county.
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Dead	New - Recommend Delete from Matrix	CEQA spot bill.

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Bill #	Author	Description	Status	Position	Comments
SB 192 Amended: 4/30/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.	Senate Dead	New - Recommend Delete from Matrix	The bill originally mandated that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel. Amended to require a study by CHP of helmet use.
SB 254 Amended: 6/2/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. Current law provides for the California Transportation Commission (CTC) to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Assembly 2 year	Watch	This bill authorizes the CTC to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute. A budget trailer bill was approved to accomplish the goals of this bill.
SB 321 Amended: 8/18/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016/17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Senate Inactive File	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process.

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Bill #	Author	Description	Status	Position	Comments
SB 433 Amended: 5/7/2015 pdf html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
SB 491 Chartered: 10/2/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	Senate Chartered	New - Recommend Delete from Matrix	This is the Transportation Omnibus bill. It may only contain technical law changes.
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.

**San Francisco County Transportation Authority
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Bill #	Author	Description	Status	Position	Comments
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Dead	New - Recommend Delete from Matrix	Spot bill related to school zone speeds; part of a larger school traffic safety package.
SB 632 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Dead	New - Recommend Delete from Matrix	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program (ATP): school zone safety projects. Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Dead	New - Recommend Delete from Matrix	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

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February 2016

Bill #	Author	Description	Status	Position	Comments
SB 782 Introduced: 2/27/2015 pdf html	Allen D (Dist 26)	<p>State highways: relinquishment. Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.</p>	Senate Dead	New - Recommend Delete from Matrix	This is a spot bill that is intended to streamline state highway relinquishments.

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Bill #	Author	Description	Status	Position	Comments
<p>SB 812 Introduced: 1/4/2016 pdf html</p>	<p>Hill D (Dist 13)</p>	<p>Tour bus inspection fees: charter-party carriers of passengers and passenger stage corporations. This bill would require the Department of the California Highway Patrol (CHP), by regulation, to develop and adopt bus terminal inspection fees applicable to charter-party carriers of passengers and passenger stage corporations that operate one or more tour buses, to replace existing fees, in an amount sufficient to offset the costs to administer the inspection program for these companies, as specified. The bill would require the fees to be collected by the Public Utilities Commission in the case of charter-party carriers of passengers or as otherwise required by the regulations. The bill would make other conforming changes. This bill would require the CHP, by regulation, to modify its existing tour bus terminal inspection program to ensure that the program is performance-based, with parameters to evaluate and target on-site inspections tour of buses operated by or for charter-party carriers of passengers and passenger stage corporations. The bill would require the tour bus terminal inspection program to prioritize newly acquired tour buses operated by charter-party carriers of passengers and passenger stage corporations, as well as affected companies that are noncompliant or have a history of noncompliance with safety laws or regulations. The bill would also require no fewer than 25% of the total number of tour bus carrier inspections conducted by the CHP to be unannounced surprise inspections. This bill would require a charter-party carrier of passengers or a passenger stage corporation, prior to operating a newly acquired tour bus, to first schedule an inspection of the tour bus with, and obtain a satisfactory rating for the tour bus from, the department.</p>	<p>Senate Print</p>	<p>New – Recommend Support</p>	<p>This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced. The SFMTA has taken a support position on this bill.</p>

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

**San Francisco County Transportation Authority
February 2016**

Bill #	Author	Description	Status	Position	Comments
<p>SBX11 Amended: 9/1/2015 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system 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>Senate Appropriations</p>	<p>Support and Seek Amendments</p>	<p>Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$70. Bill is similar but not identical to SB 16 (Beall).</p>
<p>SBX12 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. The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to a fuel tax of 10 cents per gallon. The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.</p>

San Francisco County Transportation Authority
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Bill #	Author	Description	Status	Position	Comments
SBX13 Amended: 8/17/2015 pdf_html	Vidak R (Dist 14)	Transportation bonds: highway, street, and road projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Senate	Oppose	Prohibits new bond sales for High Speed Rail, except for funding of bookend projects and Connectivity Program projects. Further, unspent bonds already sold would be used to retire existing Prop 1A high speed bond debt. The effect of this bill would be to halt the High Speed Rail project, even though desirable regional projects would be left untouched.
SBX14 Amended: 9/4/2015 pdf_html	Beall D (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX15 Introduced: 7/7/2015 pdf_html	Beall D (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	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.

**San Francisco County Transportation Authority
February 2016**

Bill #	Author	Description	Status	Position	Comments
SBX16 Introduced: 7/13/2015 pdf html	Runner R (Dist 21)	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Senate	Oppose	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads.
SBX17 Amended: 9/3/2015 pdf html	Allen D (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate. Bill is the same as ABX1 8 (Chiu).
SBX18 Introduced: 7/16/2015 pdf html	Hill D (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1) transit capital (2) transit operation. Bill is the same as ABX1 7 (Nazarian).

San Francisco County Transportation Authority
February 2016

Bill #	Author	Description	Status	Position	Comments
SBX1 9 Introduced: 7/16/2015 pdf html	Moorlach R (Dist 37)	Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Senate	Watch	The most prominent element of this bill would be to mandate that Caltrans contract with qualified private entities for architectural and engineering services for a minimum of 50% of the total annual value of these services with respect to public works of improvements undertaken by Caltrans.
SBX1 10 Introduced: 7/16/2015 pdf html	Bates R (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.
SBX1 11 Amended: 9/4/2015 pdf html	Berryhill R (Dist 8)	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.	Senate Transportation and Infrastructure Development	Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road "footprint".

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Bill #	Author	Description	Status	Position	Comments
SBX112 Amended: 8/20/2015 pdf html	Runner R (Dist 21)	California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	Re-establishes independence of CTC from the Transportation Agency.
SBX113 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.
SBX114 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.
SCA5 Amended: 7/16/2015 pdf html	Hancock D (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.

San Francisco County Transportation Authority
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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: 109

Total Tracking Forms: 109

Attachment:

1. Budget Comparison Table

Attachment 1: Comparison of Revenue and Expenditure Increases in Transportation Funding Proposals

February 4, 2016

	Governor's Budget 2016/17¹	AB 1591 (Frazier)²	SB x1-1 (Beall)³
Key Elements & Areas of Focus	<ul style="list-style-type: none"> Combination of new revenue sources and adjustments to existing revenue sources Includes Additional Cap and Trade auction proceeds, accelerated loan repayments, and Caltrans efficiencies New revenue focused primarily on “fix it first” investments to repair local roads and state highways and bridges Includes measures to improve performance, accountability, and efficiency at Caltrans Includes Constitutional protections for new revenues to be split evenly between state and local priorities 	<ul style="list-style-type: none"> Combination of new revenue sources and adjustments to existing revenue sources Includes Additional Cap and Trade auction proceeds, accelerated loan repayments New revenue focused heavily on trade corridor improvements, relieving congestion along trade corridors Restores truck weight-fee revenues to transportation; prohibits their use to fund debt service on general obligation bonds 	<ul style="list-style-type: none"> Combination of new revenue sources and adjustments to existing revenue sources Includes accelerated loan repayments New revenues focus heavily on road rehabilitation and maintenance Includes Caltrans efficiency improvements without including revenues in funding plan
Transit / Bike / Pedestrian Funding	<ul style="list-style-type: none"> Includes one-time funding from Cap and Trade proceeds for transit and Complete Streets projects Stabilizing the State Transportation Improvement Program (STIP) helps San Francisco fund its transit priorities sooner 	<ul style="list-style-type: none"> Dedicates a percentage of Cap and Trade proceeds to transit moving forward Stabilizing the State Transportation Improvement Program (STIP) helps San Francisco fund its transit priorities sooner 	<ul style="list-style-type: none"> Stabilizing the State Transportation Improvement Program (STIP) helps San Francisco fund its transit priorities sooner STIP and State Highway Operation and Protection Program (SHOPP) capital projects must address bike and pedestrian access unless excluded
Anticipated Total Revenues	<ul style="list-style-type: none"> \$3.1 billion annually and \$1.379 billion one-time funds 	<ul style="list-style-type: none"> \$7.01 billion annually and \$879 million one-time funds 	<ul style="list-style-type: none"> \$4.334 billion annually and \$879 million one-time funds
Summary of Proposed New Revenue Sources	<ul style="list-style-type: none"> Stabilize Gasoline Excise Tax (\$500 million) Diesel Excise Tax increase by 11 cents per gallon (\$500 million) Vehicle Registration Fee increase by \$65 for all vehicles, including hybrid/electric (\$2 billion) Cap and Trade, one-time funds (\$500 million) Caltrans Efficiencies (\$100 million) Accelerated loan repayments (\$879 million) 	<ul style="list-style-type: none"> Gasoline Excise Tax increase by 22.5 cents per gallon (\$3.3 billion) Diesel Excise Tax increase by 30 cents per gallon (\$840 million) Vehicle Registration Fee increase by \$38 for all vehicles, including hybrid/electric (\$1.254 billion) Electric Vehicle Fee of \$165 (\$16 million) Cap and Trade (\$600 million) Truck Weight Fee restoration (\$1 billion) Accelerated loan repayments (\$879 million) 	<ul style="list-style-type: none"> Gasoline Excise Tax increase by 12 cents per gallon (\$1.752 billion) Diesel Excise Tax increase by 22 cents per gallon (\$572 million) Vehicle Registration Fees increase by \$70 for all vehicles (\$1.35 for hybrid/electric vehicles) (\$2 billion) Electric Vehicle Fee of \$100 (\$10 million) Accelerated loan repayments (\$879 million)

Attachment 1: Comparison of Revenue and Expenditure Increases in Transportation Funding Proposals

	Governor's Budget 2016/17 ¹	AB 1591 (Frazier) ²	SB x1-1 (Beall) ³
Accelerated Loan Repayments from State General Fund	<ul style="list-style-type: none"> \$879 million one-time funding Accelerated over next four years Revenue to be directed as follows: <ul style="list-style-type: none"> \$132 million for highway maintenance and rehab \$265 million additional for the Cap and Trade Transit & Intercity Rail Capital (TIRC) Program \$334 million for Trade Corridor Investment Fund Program \$148 million for projects in the Traffic Congestion Relief Program 	<ul style="list-style-type: none"> \$879 million one-time funding Accelerated over next four years Revenue to be sent directly to cities and counties for repairs to local roads, by existing formula 	<ul style="list-style-type: none"> \$879 million one-time funding Accelerated over next three years Revenue to be directed to road maintenance and rehabilitation within the State Transportation Fund
Gasoline Excise Tax	<ul style="list-style-type: none"> \$500 million anticipated annual revenue Sets tax beginning in 2017-18 at the historical average of 18 cents per gallon Adjusted annually for inflation to maintain purchasing power thereafter, eliminating current annual adjustments tied to gas prices and maintaining purchasing power Revenues would stabilize the State Transportation Improvement Program (STIP), preventing project delay 	<ul style="list-style-type: none"> \$3.3 billion anticipated annual revenue Increases tax by 22.5 cents per gallon Indexed using the Consumer Price Index every three years (rather than adjusted) Revenue would stabilize the STIP, with remaining revenue split 50/50 between state & local agencies, by existing formula Nominal portion set aside to encourage state-local partnerships 	<ul style="list-style-type: none"> \$1.752 billion anticipated annual revenue Increases tax by 12 cents per gallon Indexed using the Consumer Price Index every 3 years (rather than adjusted) Revenue split 50/50 between state & local agencies, by existing formula
Diesel Excise Tax	<ul style="list-style-type: none"> \$500 million anticipated annual revenue Increases tax by 11 cents per gallon Adjusted annually for inflation Revenue directed towards State Transportation Fund 	<ul style="list-style-type: none"> \$840 million anticipated annual revenue Increases tax by 30 cents per gallon Indexed using the Consumer Price Index every three years (rather than adjusted) Revenue directed to Trade Corridors Improvement Fund 	<ul style="list-style-type: none"> \$572 million anticipated annual revenue Increases tax by 22 cents per gallon Indexed using the Consumer Price Index every three years (rather than adjusted) Revenue directed to Trade Corridors Improvement Fund
Cap & Trade	<ul style="list-style-type: none"> \$500 million total one-time additional proceeds \$100 million directed to a new Low Carbon Road Program (Complete Streets) Additional \$400 million directed to the TIRC Program 	<ul style="list-style-type: none"> \$600 million total additional annual proceeds, or 30% additional Cap and Trade proceeds; dollar amount may increase in out-years with increased auction proceeds Additional \$400 million, directed to the Trade Corridors Improvement Fund (major freight corridors) Additional \$200 million, directed to the Transit and Intercity Rail Capital Program 	<ul style="list-style-type: none"> No new Cap and Trade fund programming proposed

Attachment 1: Comparison of Revenue and Expenditure Increases in Transportation Funding Proposals

February 4, 2016

	Governor's Budget 2016/17 ¹	AB 1591 (Frazier) ²	SB x1-1 (Beall) ³
Vehicle Registration Fee	<ul style="list-style-type: none"> \$2 billion anticipated annual revenue Increases fee by \$65 annually, including hybrids and electrics Revenue directed to road maintenance and rehabilitation 	<ul style="list-style-type: none"> \$1.254 billion anticipated annual revenue Increases fee by \$38 annually, including hybrids and electrics Revenue directed to road maintenance and rehabilitation 	<ul style="list-style-type: none"> \$2 billion anticipated annual revenue Increases annual fees for all vehicles, including hybrids and electrics: \$35 vehicle registration fee; \$35 road access charge (\$100 for hybrids and electrics, see below) Revenue directed to road maintenance and rehabilitation
Electric Vehicle Surcharge	<ul style="list-style-type: none"> No surcharge proposed for electric vehicles; instead increases registration fees on all vehicles (including electric) by \$65 	<ul style="list-style-type: none"> \$16 million anticipated annual revenue New \$165 surcharge imposed on electric vehicles (may be delayed until second year of ownership and thereafter) (hybrid and electric vehicles are also subject to the \$38 increase in registration fees) Revenue directed to road maintenance and rehabilitation 	<ul style="list-style-type: none"> \$10 million anticipated annual revenue New \$100 road access charge imposed on electric vehicles (hybrid and electric vehicles are also subject to the \$35 increase in registration fees)
Weight Fee Revenues	<ul style="list-style-type: none"> Weight fee revenues remain able to be transferred from the State Highway Account to Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account used to pay for debt service on transportation general obligation bonds 	<ul style="list-style-type: none"> \$1 billion anticipated annual revenue Restores to State Highway Account to be directed towards improvements to freight corridors Prohibits transfer of weight fee revenues from state highway account to funds or accounts used to pay for debt service on transportation general obligation bonds 	<ul style="list-style-type: none"> Weight fee revenues remain able to be transferred from the State Highway Account to Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account used to pay for debt service on transportation general obligation bonds
Caltrans Efficiencies	<ul style="list-style-type: none"> \$100 million annually Includes variety of reforms and efficiencies at Caltrans to streamline project delivery and advance projects more quickly 	<ul style="list-style-type: none"> No Caltrans reforms or efficiencies proposed 	<ul style="list-style-type: none"> Requires Caltrans to propose 30% increase in efficiency over the prior three years Savings will increase funding for road maintenance and repair

¹ Governor Brown's Transportation Funding Plan: <http://www.transportation.ca.com/wp-content/uploads/2015/10/Governor-Browns-Transportation-Funding-Plan.pdf>

² Assembly Bill No. 1591 (Frazier) Transportation funding: http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1591

³ Senate Bill No. x1-1 (Beall) Transportation funding: http://leginfo.ca.gov/faces/billAnalysisClient.xhtml?bill_id=2015201615B1



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RESOLUTION ADOPTING THE LOCAL EXPENDITURE CRITERIA FOR EVALUATION OF FUNDING APPLICATIONS FOR THE FISCAL YEAR 2016/17 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM

WHEREAS, The Transportation Authority is the designated Program Manager for the Transportation Fund for Clean Air (TFCA) Program; and

WHEREAS, The passage of Assembly Bill 434 required that the designated Program Manager annually adopt criteria establishing a set of priorities for expenditure of funds for certain types of projects; and

WHEREAS, At its January 27, 2016 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for adoption of the attached Fiscal Year 2016/17 TFCA Local Expenditure Criteria; and

WHEREAS, At its February 9, 2016 meeting, the Plans and Programs Committee considered and unanimously recommended adoption of the attached Fiscal Year 2016/17 TFCA Local Expenditure Criteria; now, therefore, be it

RESOLVED, That the Transportation Authority adopts the attached Fiscal Year 2016/17 TFCA Local Expenditure Criteria for evaluation of funding applications for the TFCA Program; and be it further

RESOLVED, That the Executive Director shall communicate this information to the appropriate parties.

Attachments (2):

1. Fiscal Year 2016/17 TFCA Local Expenditure Criteria
2. County Program Manager Fund Expenditure Plan Guidance – Fiscal Year Ending 2017



Attachment 1

Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA)

DRAFT LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2016/17 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2016/17. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project (both Regional Funds and County Program Manager Funds combined) are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO_x), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2016/17 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO_x, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2016/17 funds are not programmed by November 2016, funds can be redirected (potentially to non-San

Francisco projects) at the Air District's discretion. New candidate projects must meet all of the TFCA eligibility requirements, and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

Project Type – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

Emissions Reduced and Cost Effectiveness – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2004 *Climate Action Plan for San Francisco*.

Project Delivery – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2017 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Other Considerations – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2014/15 or 2015/16:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Authority; or the project sponsor has violated the terms of the funding agreement.



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

County Program Manager Fund Expenditure Plan Guidance For Fiscal Year Ending 2017

Transportation Fund for Clean Air



Bay Area Air Quality Management District

939 Ellis Street, San Francisco, CA 94109

December 7, 2015

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Changes from Fiscal Year Ending (FYE) 2016 to FYE 2017

Based on feedback and comments received during the public comment period, the following changes have been made:

- Streamlined and improved wording to clarify and to ensure adherence to state statute;
- Revised policy language related to shuttle projects to align it with the Board-adopted FYE 2016 TFCA Regional Fund Policies;
- Removed Annual Daily Traffic (ADT) and Peak Hour Traffic requirements for arterial management projects;
- Increased the cost-effectiveness limit for alternative fuel vehicle and infrastructure, smart growth, shuttle, arterial management, and bicycle facility projects to align it with the Board-adopted FYE 2016 TFCA Regional Fund Policies;
- Clarified that TFCA County Program Manager Funds may not be combined with TFCA Regional Funds unless the project scope is broadened; and
- Added language about enforcing the two-year time limit for completing bicycle projects.

Reporting Schedule for FYE 2017

The following is the schedule of items that must be submitted by the County Program Manager to the Air District:

- March 3, 2016 - Expenditure Plan application for FYE 2017** - The application must include:
 - Summary Information Form, signed and dated by County Program Manager's Executive Director
 - Summary Information Addendum Form (if applicable)

- Within 6 months of Air District Board of Director's approval of allocation, and within 3 months for projects that do not conform to all TFCA Polices:**

For each project:

 - Project Information Form (sample can be found in Appendix G)
 - Cost-effectiveness Worksheet (instructions can found in Appendix H)

- Every May 31** (See Page 9)
 - **Funding Status Report Form** – Include all open projects and projects closed since July 1.
 - **Final Report Form** – For projects closed July 1-December 31 (and optionally those closing later), submit both a Final Report Form and a final Cost-effectiveness Worksheet.

- Every October 31** (See Page 9)

- **Interim Project Report Form** – Submit this form for every open project.
- **Funding Status Report Form** – Include all open projects and projects closed since January 1.
- **Final Report Form** – For projects closed January 1-June 30 (and optionally those closing later), submit both a Final Report Form and a final Cost-effectiveness Worksheet.

Note: Items due on dates that fall on weekends or on State/Federal holidays are due on the next following business day.

Transportation Fund for Clean Air (TFCA)

Introduction

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the Bay Area. Vehicle emissions represent the largest contributor to unhealthy levels of ozone (summertime "smog") and particulate matter.

To protect public health, the State Legislature enacted the California Clean Air Act in 1988. Pursuant to this law, the Bay Area Air Quality Management District (Air District) has adopted the [2010 Clean Air Plan \(CAP\)](#), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the 2010 CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

The TFCA Program

To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine-county Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.

TFCA-funded projects have many benefits, including the following:

- √ Reducing air pollution, including air toxics such as benzene and diesel particulates
- √ Conserving energy and helping to reduce greenhouse gas emissions
- √ Improving water quality by decreasing contaminated runoff from roadways
- √ Improving transportation options
- √ Reducing traffic congestion

Forty percent (40%) of these funds are allocated to a designated county program manager within each of the nine counties within the Air District's jurisdiction. This allocation is referred to as the

TFCA County Program Manager Fund. The remaining sixty percent (60%) of these funds are directed to Air District-sponsored programs and to Air District-administered TFCA Regional Fund.

This document provides guidance on the expenditure of the 40% of TFCA funding provided to the County Program Managers.

Eligible TFCA Project Types

TFCA legislation requires that projects meet eligibility requirements, as described in the California Health and Safety Code (HSC) Section 44241. The following is a complete list of mobile source and transportation control project types authorized under the California HSC Section 44241(b):

1. The implementation of ridesharing programs;
2. The purchase or lease of clean fuel buses for school districts and transit operators;
3. The provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets;"
5. Implementation of rail-bus integration and regional transit information systems;
6. Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit;
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
8. Implementation of a smoking vehicles program;
9. Implementation of an automobile buy-back scrappage program operated by a governmental agency;
10. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
11. The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

TFCA funds may not be used for:

- *Planning activities that are not directly related to the implementation of a specific project;*
or
- *The purchase of personal computing equipment for an individual's home use.*

TFCA County Program Manager Fund

Roles and Responsibilities

County Program Manager—Each County Program Manager is required to:

1. Administer funding in accordance with applicable legislation, including HSC Sections 44233, 44241, and 44242, and with Air District Board-Adopted TFCA County Program Manager Fund Policies for FYE 2017 (found in Appendix D).
2. Hold one or more public meetings each year
 - a. to adopt criteria for the expenditure of the funds if those criteria have been modified in any way from the previous year (criteria must include the Air District Board-Approved TFCA County Program Manager Fund Policies)¹, and
 - b. to review the expenditure of revenues received.
3. Prepare and submit Expenditure Plan Applications, Project Information Forms, Cost-effectiveness Worksheets, Funding Status Reports, Interim Project Reports, and Final Reports.
4. Provide funds only to projects that comply with the Air District Board-Approved Policies and/or have received Air District Board of Director's approval for award.
5. Encumber and expend funds within two years of the receipt of funds, unless an application for funds states that the project will take a longer period of time to implement and an extension is approved by the Air District or the County Program Manager, or unless the time is subsequently extended if the recipient requests an extension and the County Program Manager finds that significant progress has been made on the project.
6. Limit administrative costs in handling of TFCA funds to no more than five (5) percent of the funds received.
7. Allocate (program) all new TFCA funds within six months of the date of the Air District Board of Director's approval of the Expenditure Plan.
8. Provide information to the Air District and to auditors on the expenditures of TFCA funds.

Air District—The Air District is required to:

1. Hold a public hearing to:
 - a. Adopt cost-effectiveness criteria that projects and programs are required to meet. Criteria shall maximize emission reductions and public health benefits; and
 - b. Allocate County Program share of DMV fee revenues.
2. Provide guidance, offer technical support, and hold workshops on program requirements, including cost-effectiveness.
3. Review Expenditure Plan Applications, Cost-effectiveness Worksheets, Project Information Forms, Funding Status Reports, Interim Project Reports and Final Reports.
4. Re-distribute unallocated TFCA funds from the County Program Manager Fund.
5. Limit TFCA administrative costs to a maximum of five percent (5%).

¹ California Senate Bill 491. *Transportation: omnibus bill*. Retrieved from <https://leginfo.legislature.ca.gov/>. Approved by Governor on October 2, 2015.

6. Conduct audits of TFCA programs and projects.
7. Hold a public hearing in the case of any misappropriation of revenue.

Attributes of Cost-Effective Projects

- √ Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 and newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- √ Project is delivered or placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards).
- √ Project requests relatively low amount of TFCA funds; Grantee provides significant matching funds.
- √ The following are additional attributes of cost-effective projects for specific project categories:
 - For vehicle trip reduction projects (e.g., bike facilities, shuttle/feeder bus service, ridesharing):
 - Project serves relatively large % of riders/participants that otherwise would have driven alone over a long distance.
 - Project provides “first and last mile” connection between employers and transit.
 - Service operates on a route (service and non-service miles) that is relatively short in distance.
 - For vehicle-based projects:
 - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, utility vehicles).
 - For arterial management and smart growth projects:
 - Pre- and post-project counts demonstrate high usage and potential to affect mode or behavior shift that reduces emissions.
 - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
 - Project is located along high volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.
 - Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.

Attributes of Project Readiness

Projects must meet Readiness Policy (Policy #6). Beginning in FYE 2017, the Air District and the County Program Managers are directed to enforce the two-year time limit for bicycle projects (i.e., any projects under Policy # 29), the County Program Managers should cancel any projects that are not completed within the two-year time limit, and the Air District will not consider any extension requests for bicycle projects that have already been granted a two-year extension from the County

Program Manager.² For all other project categories, County Program Managers may grant a two-year extension, for a total of four years to implement projects.

Therefore, County Program Managers are strongly encouraged to require that bicycle projects have completed the following activities prior to being awarded TFCA funds in order to ensure the successful completion of projects:

- Planning (drawings)
- Obtaining permits
- Conducting environmental review/approvals.

Furthermore, County Program Managers are strongly encouraged to ensure that all projects meet project readiness prior to being awarded TFCA funds.

Program Schedule

Program Schedule for the FYE 2017 Cycle (*County Program Manager deadlines are italicized*)

December 7, 2015	Expenditure Plan Application Guidance issued by Air District, including funding estimates
<i>March 3, 2016</i>	<i>Deadline for County Program Managers to submit Expenditure Plan application</i>
April 24, 2016	Proposed Expenditure Plan funding allocations reviewed by Air District Mobile Source Committee (tentative)
May 7, 2016	Expenditure Plan funding allocations considered for approval by Air District Board of Directors (tentative)
May 14, 2016	Air District provides Funding Agreements for funding allocations to County Program Managers for signature (tentative)
<i>May 31, 2016</i>	<i>Funding Status Report and Final Reports due for projects from FYE 2016 and prior years</i>
<i>August 7, 2016</i>	<i>Deadline: Within three months of Board approval, County Program Manager submits request for Air District approval of any projects that do not conform to TFCA policies (tentative)</i>
<i>October 31, 2016</i>	<i>Funding Status Report, Interim Project Reports, and Final Reports due for projects from FYE 2016 and prior years</i>
<i>November 7, 2016</i>	<i>Deadline: Within six months of Board approval, County Program Manager provides Cost-effectiveness Worksheets and Project Information Forms for new projects and programming (tentative)</i>
<i>May 31, 2017</i>	<i>Funding Status Report and Final Reports due for projects from FYE 2017 and prior years</i>

² Per direction provided by the Air District's Mobile Source Committee members on October 22, 2015.

Expenditure Plan Application Process

By December 14, 2015, the Air District will email County Program Managers the Summary Information Form and Summary Information - Addendum Form (i.e., the Expenditure Plan application materials). These forms must be completed by the County Program Manager and returned to the Air District as indicated below. See Appendix B for examples of these forms.

Expenditure Plans are due Thursday, March 3, 2016 and must be submitted in hard copy by mail or delivery service to:

Chengfeng Wang, Strategic Incentives Division
Bay Area Air Quality Management District
Strategic Incentives Division
939 Ellis Street
San Francisco, CA 94109

Materials sent to the Air District via fax will not be accepted.

Programming of Funds

County Program Managers must allocate (program) TFCA funds within *six months* of Air District Board approval of a County Program Manager's Expenditure Plan and submit a hard copy of: 1) the Cost-effectiveness Worksheet and 2) the Project Information Form for each new project or supplemental allocation to an existing project.

Policy #3 provides a mechanism for consideration of projects that are authorized in the TFCA legislation and meet the cost-effectiveness requirement for that project type, but are in some way inconsistent with the current-year TFCA County Program Manager Policies. To request that such a project be considered for approval by the Air District, County Program Managers must submit a Cost-effectiveness Worksheet, Project Information Form, and supporting documentation to the Air District for review no later than *three months* after Air District Board's approval of the Expenditure Plan. (See the Program Schedule section for further details.)

Project Information and Reporting Forms

The following Air District approved forms will be posted on the Air District's website at: www.baaqmd.gov/tfca4pm.

- **Cost-effectiveness Worksheet (due within 6 months of Air District Board approval of Expenditure Plan, and for FYE 2016 and prior year projects, with the Final Report; see Appendix H)**

The purpose of the Cost-effectiveness Worksheet is to calculate estimated (pre-project) and realized (post-project) emissions reduced for each project, and compare the emissions reductions to the TFCA funds invested. County Program Managers must submit a worksheet for each new project and must ensure that the TFCA cost-effectiveness is equal to or less than \$90,000 in TFCA funds per ton of emissions reduced (i.e., reactive organic gases (ROG), oxides of nitrogen (NO_x) and weighted particulate matter less than 10 microns in diameter (PM10)), **unless a different value is specified for that project type** in the Policies.

County Program Managers must submit a Cost-effectiveness Worksheet in MS Excel format for each project to the Air District pre- and post-project.

- **For projects that provide a service** (e.g., ridesharing, shuttle, bike share projects), post-project evaluations should be completed using the Cost-Effectiveness Worksheet

version from the *year of the project's start date* (which may be the same as the pre-application Cost-effectiveness Worksheet).

- **For all other projects**, post-project evaluations should be completed using the *most recent version* of the Cost-effectiveness Worksheet for the year the project was completed.

Instructions for completing the worksheets are found in Appendix H. If you do not use the Air District's default guidelines to determine a project's cost-effectiveness you must provide documentation and information to support alternate values and assumptions to the Air District for review and evaluation.

- Cost-effectiveness worksheets must be submitted in a Microsoft Excel spreadsheet with the filename structure listed below.
 - [Last two digits of FYE][abbreviated county code][sequential project number]_CE-Submitted-[Project Name].xlsx
 - Example: 17SC12_CE-Submitted-SanJoseZeroEmissionShuttle.xlsx
- **Project Information Form** (due within 6 months of Air District Board approval of Expenditure Plan; see Appendix G)

The primary purpose of the Project Information Form is to provide a description of each project funded and other applicable (including technical) information that is not captured in the Cost-effectiveness Worksheet. A copy of this form and instructions for completing it are found in Appendix G. Project Information Forms must be submitted for each new project funded, and a revised Project Information Form must be submitted whenever changes are approved by the County Program Manager that affect the information stated on this form.

- Information Forms must be submitted in a Microsoft Word document with the filename structure listed below.
 - [Last two digits of FYE][abbreviated county code][sequential project number]_ProjInfo-[Project Name].docx
 - Example: 17SC12_ProjInfo-SanJoseZeroEmissionShuttle.docx
- **Biannual Funding Status Report Form** (due October 31 and May 31; see Appendix C)

This form is used to provide an update on all open and recently closed projects (closed since January 1 for the October 31 report and closed since July 1 for the May 31 report) and report any changes in status for all projects, including cancelled, completed under budget, received supplemental funding, or received a time extension during the previous six months. A copy of this form is attached in Appendix C.

- **Final Report Form** (due October 31 and May 31; tentatively available August 2016)

A Final Report Form is due at the conclusion of every project. These forms are available for download from the TFCA County Program Manager website. The Final Report Forms are specific to each type of project. Final Report Forms are due to the Air District semi-annually as follows:

- ***Due October 31: Projects that closed Jan 1–Jun 30 (and optionally those closing later)***
- ***Due May 31: Projects that closed Jul 1–Dec 31 (and optionally those closing later)***

Note, in previous years these report forms were titled “Project Monitoring Forms”.

- **Annual Interim Project Report Form** (due October 31; tentatively available August 2016)

For each active/open project, an Interim Project Report Form is due annually on October 31. These forms are available for download from the TFCA County Program Manager website. This report provides status information on project progress and fund usage. (Note, in previous years these report forms were titled “Project Status Reporting Forms”.)

County Program Managers may also choose to require additional reports of Grantees.

Additional Information

Workshops, Support, and Assistance

Air District staff is available to assist with TFCA project cost-effectiveness analysis, workshops for Grantees, and outreach for TFCA projects. County Program Managers are urged to consult with Air District staff when evaluating complex projects (such as bike share, vehicle, and vehicle infrastructure projects requiring the evaluation of emission reductions beyond those required by regulations) or when using cost-effectiveness assumptions other than those provided by the Air District in this Guidance. Consulting with the Air District prior to awarding funds minimizes the potential for both funding projects that are not eligible for TFCA funds and awarding more funding to a project than it is eligible for. Please contact us and let us know how we can assist you.

Air District Contact

Please direct questions to: Linda Hui, Administrative Analyst, (415) 749-4796, lhui@baaqmd.gov

Appendix A: Guidelines for Eligible TFCA Reimbursable Costs

The TFCA-enabling legislation allows vehicle registration fees collected for the program to be used for project implementation costs, as well as administrative project costs. This appendix provides guidance on differentiating and reporting these costs. The Air District will use the definitions and interpretations discussed below in the financial accounting of the TFCA program. The Air District conducts audits on TFCA-funded projects to ensure that the funds have been spent in accordance with the program guidelines and policies.

Project Implementation Costs

Project implementation costs are charges associated with implementing a TFCA-funded project including:

- Documented hourly labor charges (salaries, wages, and benefits) directly and solely related to implementation of the TFCA project;
- Capital equipment and installation costs;
- Shuttle driver labor and equipment maintenance costs;
- Contractor labor charges related to the TFCA project;
- Travel, training, and associated personnel costs that are directly related to the implementation of the TFCA-funded project (e.g., the cost of training mechanics to service TFCA-funded natural gas clean air vehicles); and
- Indirect costs associated with implementing the project, including reasonable overhead costs incurred to provide a physical place of work (e.g., rent, utilities, office supplies), general support services (e.g., payroll, reproduction), and managerial oversight.

Administrative Project Costs

Administrative project costs are costs associated with the administration of a TFCA project, and do not include project capital or operating costs, as discussed above. Administrative project costs that are reimbursable to a Grantee are limited to a maximum of five percent (5%) of the total TFCA funds received.

Administrative project costs are limited to the following activities that have documented hourly labor and overhead costs (salaries, wages, and benefits). Hourly labor charges must be expressed on the basis of hours worked on the TFCA project.

- Costs associated with administering the TFCA Funding Agreement (e.g., responding to requests for information from Air District and processing amendments). Note that costs incurred in the preparation of a TFCA application or costs incurred prior to the execution of the Funding Agreement are not eligible for reimbursement;
- Accounting for TFCA funds; and
- Fulfilling all monitoring, reporting, and record-keeping requirements specified in the TFCA Funding Agreement, including the preparation of reports, invoices, and final reports.

Additionally, documented indirect administrative costs associated with administrating the project, including reasonable overhead costs of utilities, office supplies, reproduction and managerial oversight are also eligible.

The project implementation and administrative project costs that are approved by the County Program Manager shall be described in a Funding Agreement. The Grantee may seek reimbursement for project implementation and administrative project costs by providing proper documentation with project invoices. Documentation for these costs will show how these costs were calculated, for example, by listing the date when the hours were worked, employees' job titles, employees' hourly pay rates, tasks being charged, and total charges. Documentation of hourly charges may be provided with time sheets or any other generally accepted accounting method to allocate and document staff time.

Appendix B: Sample Expenditure Plan Application

SUMMARY INFORMATION

County Program Manager Agency Name: _____

Address: _____

PART A: NEW TFCA FUNDS

1. Estimated FYE 2017 DMV revenues (based on projected CY2015 revenues): Line 1: _____
2. Difference between prior-year estimate and actual revenue: Line 2: _____
 - a. Actual FYE 2015 DMV revenues (based on CY2014): _____
 - b. Estimated FYE 2015 DMV revenues (based on CY2014): _____

('a' minus 'b' equals Line 2.)
3. Estimated New Allocation (Sum of Lines 1 and 2): Line 3: _____
4. Interest income. List interest earned on TFCA funds in calendar year 2015. Line 4: _____
5. Estimated TFCA funds budgeted for administration:¹ Line 5: _____
(Note: This amount may not exceed 5% of Line 3.)
6. **Total new TFCA funds available in FYE 2017 for projects and administration** Line 6: _____
(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

7. **Total amount from previously funded projects available for reprogramming to other projects.** Line 7: _____
(Enter zero (0) if none.)
(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)

PART C: TOTAL AVAILABLE TFCA FUNDS

8. **Total Available TFCA Funds** (Sum of Lines 6 and 7) Line 8: _____
9. Estimated Total TFCA funds available for projects (Line 8 minus Line 5) Line 9: _____

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 5% of the actual total revenue received from the Air District.

Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2017

Adopted November 18, 2015

The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2017.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness (\$/weighted ton) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project's useful life. All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for FYE 2017 County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	Alternative Fuel Bus Replacement	250,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	90,000

28 A-H	Shuttle/Feeder Bus Service – Existing	175,000; 200,000 for services in CARE Areas or PDAs
28 I	Shuttle/Feeder Bus Service - Pilot	Year 1 - 200,000 Year 2 - 175,000
28 I	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Year 1 - 500,000 Year 2 - 200,000 Year 3 - 175,000
29	Bicycle Projects	250,000
30	Bay Area Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - A. Public agencies are eligible to apply for all project categories.
 - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2017. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years, except for bike share projects, which are eligible to apply for a period of up to five (5) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.
14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.

USE OF TFCA FUNDS

15. **Combined Funds:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. (For example, County Program Manager-funded projects are eligible for Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.)
16. **Administrative Costs:** The County Program Manager may not expend more than five percent (5%) of its County Program Manager Funds for its administrative costs. The County Program

Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.

17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits, and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and the price of its new conventional vehicle counterpart that meets, but does not exceed, the most current emissions standards at the time that the project is evaluated.
20. **Reserved.**
21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. **Alternative Fuel Light-Duty Vehicles:**

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

- A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.

23. **Reserved.**

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

Eligibility: These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following additional conditions must be met for a project to be eligible for TFCA Funds:

- A. Vehicles purchased and/or leased either have a GVWR greater than 14,000lbs or are classified as urban buses; and
- B. Are 2015 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles certified by the CARB.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Scrapping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

25. Alternative Fuel Bus Replacement:

Eligibility: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements and the same scrapping requirements listed in Policy #24.

26. Alternative Fuel Infrastructure:

Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

- 27. Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

28. Shuttle/Feeder Bus Service:

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- A. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport) and a distinct commercial or employment location.
- B. The service's schedule must be coordinated to have a timely connection with corresponding mass transit service.
- C. The service must be available for use by all members of the public.
- D. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service that brings passengers from a mass transit hub to within 1/3 mile of the employment location or commercial hub if the passengers' proposed travel time will be at least 15 minutes less than and will be at least 33% shorter than the existing service's travel time to the proposed destination.
- E. Project applicants that were awarded FYE 2014 or FYE 2015 or FYE 2016 TFCA Funds that propose identical routes in FYE 2015 or in FYE 2016 or in FYE 2017 may request an exemption from the requirements of Policy 28.D. provided they meet the following requirements: 1) No further TFCA project funding as of January 1, 2017; 2) The proposed service must serve the identical transit hub and commercial or employment locations as the previously funded project; and 3) Submission of a plan to achieve financial self-sufficiency from TFCA funds by January 1, 2017, or a plan to come into compliance with Policy 28.D. and all other eligibility criteria.
- F. Shuttle/feeder bus service applicants must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- G. Shuttle/feeder bus service applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.
- H. Existing projects must meet a cost-effectiveness of \$175,000 per ton of emissions reduced. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a cost-effectiveness limit of \$200,000 per ton of emissions reduced.
- I. Pilot Shuttle/Feeder Bus Service: Pilot shuttle/feeder bus service projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.A-H for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
- ii. Provide written documentation of plans for financing the service in the future;
- iii. Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
- iv. Pilot projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program and/or a Planned or Potential Priority Development Area (PDA) may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - a. During the first year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton,
 - b. By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$200,000/ton, and
 - c. By the end of the third year of operation, projects must not exceed a cost-effectiveness of \$175,000/ton and meet all of the requirements of Policy #28.A-H (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - a. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$200,000/ton, and
 By the end of the second year of operation, projects shall cost \$175,000 or less per ton (cost-effectiveness rating) and shall meet all of the requirements of Policy #28.A-H (existing shuttles).

29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New Class-4 cycle tracks or separated bikeways;
- E. Reserved.
- F. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;

- G. Electronic bicycle lockers;
- H. Capital costs for attended bicycle storage facilities; and
- I. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
- J. Reserved.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

30. Bay Area Bike Share

These projects make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips. To be eligible for TFCA funds, bicycle share projects must work in unison with the existing Bay Area Bike Share Project by either increasing the fleet size within the initial participating service areas or expanding the existing service area to include additional Bay Area communities. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects may be awarded TFCA funds to pay for up to five years of operations.

31. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

32. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- C. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

Appendix E: Glossary of Terms

The following is a glossary of terms found in the TFCA County Program Policies:

Environmental plan – A completed and approved plan to mitigate environmental impacts as required as the result of the review process of all applicable local, state, and federal environmental reviews (e.g., CEQA, NEPA). For the purpose of the County Program Manager Fund, projects requiring a completed and approved environmental plan must complete all required environmental review processes. Any project that is exempt from preparing an environmental plan, as a result of an environmental review process, has met the requirement of having a completed and approved environmental plan.

Final audit determination - The determination by the Air District of a County Program Manager or grantee's TFCA program or project, following completion of all procedural steps set forth in HSC section 44242(a) – (c).

Funding Agreement - The agreement executed by and between the Air District and the County Program Manager for the allocation of TFCA County Program Manager Funds for the respective fiscal year.

Grant Agreement - The agreement executed by and between the County Program Manager and a grantee.

Grantee - Recipient of an award of TFCA Funds from the County Program Manager to carry out a TFCA project and who executes a grant agreement with the County Program Manager to implement that project. A grantee is also known as a project sponsor.

Project Useful Life (*see Years Effectiveness*)

TFCA funds - Grantee's allocation of funds, or grant, pursuant to an executed grant agreement awarded pursuant to the County Program Manager Fund Funding Agreement.

TFCA-generated funds - The Transportation Fund for Clean Air (TFCA) program funds generated by the \$4 surcharge on motor vehicle registration fees that are allocated through the Regional Fund and the County Program Manager Fund.

Weighted PM10 - Weighted particulate matter less than 10 microns in diameter (PM10) is calculated by multiplying the tailpipe PM emissions by a factor of 20, which is consistent with CARB methodology for estimating PM10 emissions for the Carl Moyer Program.

Years Effectiveness - Equivalent to the administrative period of the grant and used in calculating a project's Cost Effectiveness. This is different from how long the project will physically last.

Appendix F: Insurance Guidelines

This appendix provides guidance on the insurance coverage and documentation typically required for TFCA County Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the Funding Agreement.

The typical Funding Agreement requires that each Grantee provide documentation showing that they meet the following requirements for each of their projects. The County Program Manager is not required to meet these requirements itself, unless it is acting as a Grantee.

1. Liability Insurance:

Corporations and Public Entities - a limit of not less than \$1,000,000 per occurrence. Such insurance shall be of the type usual and customary to the business of the Grantee, and to the operation of the vehicles, engines or equipment operated by the Project Sponsor.

Single Vehicle Owners - a limit of not less than \$750,000 per occurrence. Such insurance shall be of the type usual and customary to the business of the Grantee, and to the operation of the vehicles, engines or equipment operated by the Grantee.

2. Property Insurance:

New Equipment Purchases - an amount of not less than the insurable value of Grantee's vehicles, engines or equipment funded under this Agreement, and covering all risks of loss, damage or destruction of such vehicles, engines or equipment.

Retrofit Projects - 2003 model year vehicles or engines or newer in an amount of not less than the insurable value of Grantee's vehicles, engines or equipment funded under this Agreement, and covering all risks of loss, damage or destruction of such vehicles, engines or equipment.

3. Workers Compensation Insurance:

Construction projects – including but not limited to bike/pedestrian paths, bike lanes, smart growth and vehicle infrastructure, as required by California law and employers insurance with a limit not less than \$1 million.

4. Acceptability Of Insurers:

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.

The following table lists the type of insurance coverage generally required for each project type. The requirements may differ in specific cases. County Program Managers should contact the Air District liaison with questions, especially about unusual projects.

Project Category	Liability	Property	Workers Compensation
Vehicle purchase and lease	X	X	
Engine retrofits	X	X	
Operation of shuttle services	X		X
Operation of vanpools	X		
Construction of bike/pedestrian path or overpass	X		X
Construction of bike lanes	X		X
Construction of cycle tracks/separated bikeways	X		X
Construction of smart growth/traffic calming projects	X		X
Construction of vehicle fueling/charging infrastructure	X	X	X
Arterial management/signal timing	X		X
Purchase and installation of bicycle lockers and racks	X	X	X
Transit marketing programs	X		
Ridesharing projects	X		X
Bike Share projects	X	X	X
Transit pass subsidy or commute incentives	X		
Guaranteed Ride Home Program	X		

Appendix G: Sample Project Information Form

- A. Project Number: 17XX01
Use consecutive numbers for projects funded, with year, county code, and number, e.g., 17MAR01, 17MAR02 for Marin County. Zero (e.g., 17MAR00) is reserved for County Program Manager TFCA funds allocated for administration costs.
- B. Project Title: _____
Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").
- A. TFCA County Program Manager Funds Allocated: \$ _____
- B. TFCA Regional Funds Awarded (if applicable): \$ _____
- C. Total TFCA Funds Allocated (sum of C and D): \$ _____
- D. Total Project Cost: \$ _____
Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.
- E. Project Description:
 Grantee will use TFCA funds to _____. *Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Ex. of the information needed include but are not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.*
- F. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Reference the appropriate Final Report form that will be completed and submitted after project completion. See www.baaqmd.gov/tfca4pm for a listing of the following forms:
- *Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)*
 - *Form for Clean Air Vehicle and Infrastructure Projects*
 - *Form for Bicycle Projects*
 - *Form for Arterial Management Projects*
- G. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-effectiveness Worksheets are not needed for TFCA County Program Managers' own administrative costs.*
- H. Comments (if any):
Add any relevant clarifying information in this section.

Appendix H: Instructions for Cost-effectiveness Worksheets

Cost-effectiveness Worksheets are used to calculate project emission reductions and TFCA cost-effectiveness (TFCA \$ / ton of emission reductions). County Program Managers must submit Cost-effectiveness Worksheets for each new project and each project receiving additional TFCA funds, along with Project Information Forms, no later than six months after Air District Board approval of the County Program Manager's Expenditure Plan. County Program Managers must also submit Worksheets with Final Report Forms. The most recent Worksheet should be used at time of Final Report to most accurately reflect the emissions reduced.

The Air District provides Microsoft Excel worksheets by e-mail. Worksheets must be completed for all project types with the exception of TFCA County Program Manager administrative costs.

<u>Project Type</u>	<u>Worksheet Name</u>
Ridesharing, Shuttles, Bicycle, Bike Share , Smart Growth, and Traffic Calming Projects	Trip Reduction FYE 17
Arterial Management: Signal Timing	Arterial Management FYE 17
Transit Bus Signal Priority (also for Transit Rail Vehicles)	Trip Reduction FYE 17
Alternative-Fuel Light-Duty and Light Heavy-Duty Vehicles or Infrastructure	LD & LHD Vehicle FYE 17
Alternative-Fuel Low-Mileage Utility Trucks – Idling Service	Heavy-Duty Vehicle FYE 17
Alternative-Fuel Heavy-Duty Vehicles, Buses, or Infrastructure	Heavy-Duty Vehicle FYE 17

Make entries in the yellow-shaded areas only in the worksheets. Begin each new filename with the application number (e.g., 17MAR04) as described below. Each worksheet contains separate tabs for: Instructions (no user input), General Information, Calculations, Notes and Assumptions, and Emission Factors (no user input).

County Program Managers must provide all relevant assumptions used to determine the project's cost-effectiveness in the Notes & Assumptions tab. If a County Program Manager seeks to use different default values or methodologies, it is advisable that they consult with the Air District before project approval, in order to avoid the potential for funding projects that are not eligible for TFCA funds.

The Air District encourages County Program Managers to assign the shortest duration possible for the # Years of Effectiveness value for a project to meet the cost-effectiveness requirement. This practice will help to minimize both the Grantee and County Program Manager's administrative burdens.

Instructions Specific to Each Project Type

Ridesharing and Shuttle Projects

Two key components in calculating cost-effectiveness is the number of vehicle trips eliminated per day and the trip length. **The number of vehicle trips eliminate is the number of trips by participants that would have driven as a single occupant vehicle if not for the service; it is not the same as the total number of riders or participants.** A frequently used proxy is the number of survey respondents who report that they would have driven alone if not for the service provided. For calculating the length of trip, it is appropriate

to use only the length of the vehicle trip avoided by riders that otherwise would have driven alone.

In addition, **each shuttle route must meet the cost-effectiveness criteria** (Policy # 28). If a project consists of more than one route, one worksheet should be submitted with all routes listed, and a separate worksheet must be prepared showing the cost-effectiveness of each route (i.e., as determined by that route's ridership, funding allocation, etc.).

Transit Signal Priority

For the length of trip, a good survey practice is to determine the length of automobile trip avoided by just those riders that otherwise would have driven, rather than by all riders.

Arterial Management Projects

Please note that each segment must meet the cost-effectiveness requirement (Policy #31). If there are multiple segments being considered for funding, one worksheet should be submitted with all segments listed, and a separate worksheet should be submitted showing the cost-effectiveness for each segment.

For a signal timing project to qualify for four (4) years of effectiveness, the signals must be retimed after two (2) years.

Smart Growth, Traffic Calming

Projects must reduce vehicle trips by increasing pedestrian/bicycle travel and transit use. Projects that only involve slowing automobile traffic briefly (e.g., via speed bumps) tend to not be cost-effective, as the acceleration following deceleration increases emissions.

Vehicle and Fueling Infrastructure Projects

The investment in each individual vehicle must be shown to be cost-effective (Policy #2). The worksheet calculates the cost-effectiveness of each vehicle separately, so only one worksheet is required when more than one vehicle is being considered for funding.

TFCA Policies require that all projects including those subject to emission reduction regulations, contracts, or other legally binding obligations achieve *surplus* emission reductions—that is, reductions that go beyond what is required. **Therefore, vehicles with engines certified as Family Emission Limit (FEL) engines are not eligible for funding because the engine is certified for participation in an averaging, banking, and trading program in which emission benefits are already claimed by the manufacturer.**

Because TFCA funds may only be used to fund early-compliance emissions reductions, and because of the various fleet rule requirements, calculating cost-effectiveness for vehicle grant projects can be complex, and it is recommended that it be done only by someone familiar with all applicable regulations and certifications. Additionally, electric vehicle infrastructure generally does not qualify for more than \$2,000 per charging spot, and County Program Managers should consult with the Air District on such projects, as the evaluation methodologies are evolving. Also, any questions should be raised to Air District staff well before project approval deadlines in order to assure project eligibility.

The cost-effectiveness of fueling infrastructure is based on the vehicles that will use the funded facility. For these projects, County Program Managers must exercise care that emission reductions from the associated vehicles are only credited towards a TFCA infrastructure project, and are not double counted in any other Air District grant program, either at the present time or for future vehicles that will use the facility during its effective life.

The total mileage a vehicle can travel may be limited by regulation, and the product of Years of Effectiveness and Average Annual Miles cannot exceed that mileage (e.g., some cities limit the lifetime miles a taxicab can travel).

Heavy-duty vehicle and infrastructure projects: The California Air Resources Board (CARB) Carl Moyer Program Guidelines document is the source for the formulas and factors used in the Heavy-Duty Vehicle worksheet. The full documentation is available at <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>. Note that there are some differences between the TFCA and Moyer programs; consult Air District staff with any questions. At a minimum, a funded vehicle must have an engine complying with the model year 2010 and later emission standards. Vehicles that are funded by the TFCA shall not be co-funded with other funding sources that claim emissions credits. At this time, vehicles that are funded by the CARB (e.g., Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project [HVIP]), Carl Moyer, or other Air District grant programs are not eligible for additional funding from TFCA.

Documentation and Recordkeeping: Beginning in FYE 2012, Project files must be maintained by County Program Managers and Grantees for a minimum of *five years* following completion of the project (i.e., Project Years Effectiveness), versus three years as before. Project files must contain all related documentation including copies of CARB executive orders, quotes, mileage logs, fuel usage (if cost-effectiveness is based on fuel use), photographs of engines and frames that were required to be scrapped, and financial records, in order to document the funding of eligible and cost-effective projects.

Guidance on inputs for the worksheets follows.

Instructions Tab

Provides instructions applicable to the relevant project type(s).

General Information Tab

Project Number, which has three parts:

1st – fiscal year in which project will be funded (e.g., 17 for FYE 2017).

2nd – County Program Manager; use the following abbreviations:

ALA – Alameda	CC - Contra Costa	MAR – Marin
NAP – Napa	SF - San Francisco	SM - San Mateo
SC - Santa Clara	SOL – Solano	SON – Sonoma

3rd – two-digit number identifying project; 00 is reserved for County Program Manager administrative costs.

Example: 17MAR04 = fiscal year ending **2017**, **Marin**, Project **#04**.

Project Title: *Short and descriptive* title of project, matching that on the Project Information Form.

Project Type Code: Insert one and only one of the following codes for the corresponding project type. If a project has multiple parts, use the code for the main component. Note that not all listed project types may be allowed in the current funding cycle.

Code	Project Type	Code	Project Type
0	Administrative costs	6c	Shuttle services – NG powered
1a	NG buses (transit or shuttle buses)	6d	Shuttle services – EV powered
1b	EV buses	6e	Shuttle services – Fuel cell powered
1c	Hybrid buses	6f	Shuttle services – Hybrid vehicle
1d	Fuel cell buses	6g	Shuttle services – Other fuel type
1e	Buses – Alternative fuel	6h	Shuttle services w/TFCA purchased retrofit
2a	NG school buses	6i	Shuttle services – fleet uses various fuel types
2b	EV school buses	7a	Class 1 bicycle paths
2c	Hybrid school buses	7b	Class 2 bicycle lanes
2d	Fuel cell school buses	7c	Class 3 bicycle routes, bicycle boulevards
2e	School buses – Alternative fuel	7d	Bicycle lockers and cages
3a	Other heavy-duty – NG (street sweepers, garbage trucks)	7e	Bicycle racks
3b	Other heavy-duty – EV	7f	Bicycle racks on buses
3c	Other heavy-duty – Hybrid	7g	Attended bicycle parking (“bike station”)
3d	Other heavy-duty – Fuel cell	7h	Other type of bicycle project (e.g., bicycle loop detectors)
3e	Other heavy-duty - Alternative fuel (High Mileage)	7i	Bike share
3f	Other heavy-duty - Alternative fuel (Low Mileage)	7j	Class 4 cycle tracks or separated bikeways
4a	Light-duty vehicles – NG	8a	Signal timing (Regular projects to speed traffic)
4b	Light-duty vehicles – EV	8b	Arterial Management – transit vehicle priority
4c	Light-duty vehicles – Hybrid	8c	Bus Stop Relocation
4d	Light-duty vehicles – Fuel cell	8d	Traffic roundabout
4e	Light-duty vehicles – Other clean fuel	9a	Smart growth – traffic calming
5a	Implement TROs (pre-1996 projects only)	9b	Smart growth – pedestrian improvements
5b	Regional Rideshare Program	9c	Smart growth – other types
5c	Incentive programs (for any alternative mode)	10a	Rail-bus integration
5d	Guaranteed Ride Home programs	10b	Transit information / marketing
5e	Ridesharing – Vanpools (if cash incentive only, use 5c)	11a	Telecommuting demonstration
5f	Ridesharing – School carpool match	11b	Congestion pricing demonstration
5g	Other ridesharing / trip reduction projects	11c	Other demonstration project
5h	Trip reduction bicycle projects (e.g., police on bikes)	12a	Natural gas infrastructure
6a	Shuttle services – diesel powered	12b	Electric vehicle infrastructure
6b	Shuttle services – gasoline powered	12c	Alternative fuel infrastructure

- County:** Use the same abbreviations as used in Project Number.
- Worksheet Calculated by:** Name of person completing the worksheet.
- Date of Submission:** Date submitted to the County Program Manager.
- Grantee Org.:** Organization responsible for the project.
- Contact Name:** Name of individual responsible for implementing the project.
Include all contact information requested (email, phone, address).
- Project Start Date** Project must meet Readiness Policy (Policy #6).
- Completion Date & Final Report to CMA:** County Program Managers must expend funds within two years of receipt, unless an application states that the project will take a longer period of time and is approved by the County Program Manager or the Air District.

Calculations Tab

Because the worksheets have many interrelated formulas and references, users must not add or delete rows or columns, or change any formulas, without consulting with the Air District. Several cells have input choices or information built in, as pull-down menus or comments in Excel. Pull-down menus are accessed by clicking on the cell. Comments are indicated by a small triangle in the upper right corner of a cell, and are made visible by resting the cursor over the cell.

Cost Effectiveness Inputs

- # Years Effectiveness:** Equivalent to the administrative period of the grant. See inputs table below. The best practice is to use shortest value possible.
- Total Project Cost:** Total cost of project including TFCA funding, sponsor funding, and funds contributed by other entities. Only include goods and services of which TFCA funding is an integral part.
- TFCA Cost:** TFCA 40% County Program Manager Funds and the 60% Regional Funds (if any), listed separately.

Emission Reduction Calculations

Instructions and default values for each project type are provided in the table below. Default values for years of effectiveness are provided for the various project types. There are no defaults for Smart Growth projects, due to the wide variability in these projects.

Notes & Assumptions Tab

Provide an explanation of all assumptions used. If you do not use the Air District's guidelines and default values to determine cost-effectiveness, you must document and explain your inputs and assumptions after receiving written approval from the Air District.

Emission Factors Tab

This tab contains references for the Calculations tab. **No changes shall be made to this tab.**

Additional Information for Heavy-duty Vehicle Projects

CARB has adopted a number of standards and fleet rules that limit funding opportunities for on-road heavy-duty vehicles. See the below list of CARB rules that affect on-road heavy-duty fleets, followed by a reference sample CARB Executive Order. For assistance in determining whether a potential project is affected, contact Air District staff or consult Carl Moyer Implementation Charts at: <http://www.arb.ca.gov/msprog/moyer/guidelines/supplemental-docs.htm>

Summary of On-Road Heavy-Duty Fleet Rules

Vehicle Type	Subject to CARB Fleet Rule?
Urban buses	Fleet Rule for Transit Agencies
Transit Fleet Vehicles	Fleet Rule for Transit Agencies
Solid Waste Collection Vehicles, excluding transfer trucks	Solid Waste Collection Vehicle Regulation
Municipal Vehicles and Utility Vehicles	Fleet Rule for Public Agencies and Utilities
Port and Drayage Trucks	Port Truck Regulation
All other On-road heavy-duty vehicles	On-road Rule

Summary of Maximum Cost-effectiveness & Years Effectiveness by Project Category

Policy No.	Project Category	Maximum C-E (\$/weighted ton)	Years Effectiveness
22	Alternative Fuel Light-Duty Vehicles	250,000	3 years recommended, 4 years max
23	Reserved	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000	3 years recommended, 4 years max
25	Alternative Fuel Bus Replacement	250,000	3 years recommended, 4 years max
26	Alternative Fuel Infrastructure	250,000	3 years recommended, 4 years max
27	Ridesharing Projects	90,000	2 years max
28 A-H	Shuttle/Feeder Bus Service – Existing	175,000; 200,000 for services in CARE Areas or PDAs	2 years max
28 I	Shuttle/Feeder Bus Service - Pilot	Year 1 - 200,000 Year 2 - 175,000	2 years max
28 I	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Year 1 - 500,000 Year 2 - 200,000 Year 3 - 175,000	2 years max
29	Bicycle Projects	250,000	From 3 to 10 years
30	Bay Area Bike Share	500,000	5 years max
31	Arterial Management	175,000	2 or 4 years
32	Smart Growth/Traffic Calming	175,000	10 years max

Emission Reduction Inputs

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
<p>Ridesharing / Trip Reduction Project Type = 5a-h, 8b, 9a-c, 11a, or 11b Worksheet = Trip Reduction FYE 17 Note: For ridesharing the default maximum number of vehicle trips reduced per day is 1% of target population.</p>	<p><u>Ridesharing</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated [% of target population (# employees)] • Days/Yr • Trip Length (1-way) • # New Trips/Day (1-way) to access transit • Days/Yr • Trip Length (1-way) 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs, up to 2 years • Enter in Step 1-Column A, 1% of target population • Enter in Step 1-Column B, 240 days (max.) • Step 1-Column C, Default = 16 miles (1-way commute distance from MTC's Commute Profile) • Step 2-Column A, Default = 50% of # Trips/Day Eliminated (Step 1-Column A) • Enter in Step 2-Column B, same # as Step 1-Column B • Enter in Step 2-Column C, Default = 3 miles
	<p><u>School-Based Ridesharing</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated [% of target population (total # students)] • Days/Yr • Trip Length (1-way) 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs, up to 2 yrs • Step 1-Column A, No Default • Enter in Step 1-Column B, 180 days (max.) • Step 1-Column C, 1-3 miles
	<p><u>Transit Incentive Campaigns</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated [% of target population]. Use survey data if available. • Days/Yr • Trip Length (1-way), based on routes accessed • # New Trips/Day (1-way) to access transit • Days/Yr (new trips) • Trip Length (1-way) for new trips 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs, up to 2 yrs • Step 1-Column A, No default • Enter in Step 1-Column B, 90 days (max.) if # Trips/Day based on % of target population. If # Trips/Day based on participants, 240 days (max). • Step 1-Column C, No Default • Step 2-Column A, 50% of # Trips/Day Eliminated (Step 1-Column A) • Enter in Step 2-Column B - same as # days used in Step 1 • Step 2-Column C, Default = 3 miles
	<p><u>Guaranteed Ride Home Programs</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated • Days/Yr 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs, up to 2 years • Enter in Step 1-Column A, 0.2% of target population. • Enter in Step 1-Column B, 240 days (Max.)

<ul style="list-style-type: none"> • Trip Length (1-way) 	<p><u>Transit Vehicle Signal Prioritization</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated • Days/Yr • Trip Length (1-way) 	<ul style="list-style-type: none"> • Step 1-Column C, Default = 16 miles
<ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated • Days/Yr • Trip Length (1-way) 		<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs, 2 yrs • Step 1-Column A, No Default • Enter in Step 1-Column B, 240 days (max) • Step 1-Column C, No Default • Step 2-Column A, 50% of # Trips/Day Eliminated (Step 1-Column A) • Step 2-Column B, same as Step 1-Column B • Enter in Step 2-Column C, 3 miles

Emission Reduction Inputs

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
<p>Bicycle Projects Project Type = 7a-j Worksheet = Trip Reduction FYE 17</p> <p>Methodology to estimate number of trips reduced for bike paths, lanes, & routes based on:</p> <ul style="list-style-type: none"> - the type of facility (Class 1, 2, or 3) - the length of the project segment - the traffic volume (ADT) on the facility. <p>For Class 1 projects, use the ADT on the most appropriate parallel road.</p> <p>For gap closure projects (where project will close a gap between two existing segments of bikeway), use the length for the total facility.</p> <p>Note: the maximum number of vehicle trips reduced per day is 240. The Air District generally assumes that no bike project will reduce more than 240 vehicle trips per day.</p> <p>The Air District normally uses an average trip</p>	<p><u>Bicycle Projects (Paths, Lanes, Routes)</u></p> <ul style="list-style-type: none"> • # Years Effectiveness Class 1 bike path (or bike bridge) Class 2 bike lane Class 3 bike route Class 4 cycle tracks or separated bikeways • # Trips/Day (1-way) eliminated (depends on length of project segment and ADT on project segment) Class 1 & Class 2 & Class 4 ADT ≤ 12,000 vehicles per day Class 1 & Class 2 & Class 4 ADT > 12,000 and ≤ 24,000 Class 1 & Class 2 & Class 4 ADT > 24,000 and ≤ 30,000 Maximum is 30,000. Class 3 bike route or bicycle boulevard • Days/Yr 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs: Not to exceed 10 years for Class 1 projects (trails/paths) Not to exceed 7 years for Class 2, Class 3 and Class 4 projects • Enter in Step 1-Column A: Length ≤ 1 mile = 0.4% ADT Length > 1 and ≤ 2 miles = 0.6% ADT Length > 2 miles = 0.8% ADT Length ≤ 1 mile = 0.3% ADT Length > 1 and ≤ 2 miles = 0.45% ADT Length > 2 miles = 0.6% ADT Length ≤ 1 mile = 0.25% ADT Length > 1 and ≤ 2 miles = 0.35% ADT Length > 2 miles = 0.45% ADT Route ≤ 1 mile = 0.1% ADT Route > 1 and ≤ 2 miles = 0.15% ADT Route > 2 miles = 0.25% ADT • Enter in Step 1-Column B, 240 days

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<p>length of 3 miles (one-way) for bicycle projects.</p>	<ul style="list-style-type: none"> • Trip Length (1-way) 	<ul style="list-style-type: none"> • Enter in Step 1-Column C, 3 miles. (Not same as segment length.)
	<p><u>Bicycle Lockers & Racks</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated • Days/Yr • Trip Length (1-way) 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs, 3 yrs • Enter in Step 1-Column A: Capacity of lockers x 2 trip/day Capacity of cages x 0.75 trips per day Capacity of racks x 0.5 trips per day • Enter in Step 1-Column B, 240 days • Enter in Step 1-Column C, 3 miles
	<p><u>Bay Area Bike Share</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated <p>Weekdays</p> <ul style="list-style-type: none"> • Days/Yr • Trip Length (1-way) <p>Weekends</p> <ul style="list-style-type: none"> • Days/Yr • Trip Length (1-way) 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs, max. 5 yrs • Enter in Step 1-Column A: Number of bikes X 1.48 trips per day X 12% (actual vehicle trips replaced based on Shaheen research dated June 2015) • Enter in Step 1-Column B, 260 days • Enter in Step 1-Column C, 16 miles • Enter in Step 1-Column B, 105 days • Enter in Step 1-Column C, 3 miles

Emission Reduction Inputs

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
<p>Shuttles / Rail-Bus Integration / Transit Info Project Type =6a-i, 10a, or 10b Worksheet = Trip Reduction FYE 17</p> <p><i>Step 2 calculates emissions from new trips generated.</i></p> <p><i>When possible, emissions from shuttle vehicles should be based on the vehicle engine Executive Order. County Program Manager should consult with Air District staff for guidance.</i></p> <p><i>For vans and shuttle vehicles 14,000 lbs. and lighter, use Step 3A.</i></p>	<p>Shuttle/Feeder Bus, Rail-Bus Integration, and Transit Information Systems</p> <ul style="list-style-type: none"> • # Years Effectiveness • # Trips/Day (1-way) eliminated trips. Trips only from riders who previously would have driven. • Days/Yr eliminated trips • Trip Length (1-way) eliminated trips. Average trip length that will be eliminated due to shuttle passengers taking train/ferry in conjunction with the shuttle. • # Trips/Day (1-way) new trips to access transit • Days/Yr new trips • Trip Length (1-way) new trips. Average trip length of shuttle passengers that drive from home to the BART/Caltrain station. • # Vehicles, Model Year: Number of vehicles with same model year • Emission Std.: Emission Standard from list provided. • Vehicle GVW: Weight Class from list provided. 	<ul style="list-style-type: none"> • Cost Effectiveness Inputs, up to 2 years • Step 1-Column A, For on-going service, use survey results For new service, use 50% of daily seating capacity of vehicle * 67% (% single-occupancy vehicles (SOV) from MTC Commuter Profile) • 1-Column B, Enter number of operating days. Default =240 days/yr. • Enter in Step 1-Column C, a survey-based distance, or, if no survey, 16 miles for shuttles and 35 miles for vanpools • Step 2-Column A, Use survey data or, if none, a default is 50% of # Trips/Day Eliminated (Step 1-Column A) • Enter in Step 2-Column B, same # as in Step 1-Column B. • Enter in Step 2-Column C, a survey-based distance, or, if no survey, default is 3 miles for home-to-rail trips. • Step 3A - Column A, no default. • 3A - Column B, no default. • 3A Column C, no default.

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<p><i>For buses, use Step 3B. If a vehicle does not match the factors provided, County Program Manager should consult with Air District staff.</i></p>	<ul style="list-style-type: none"> • ROG, NO_x, Exhaust PM₁₀, and Total PM₁₀ Factors: enter factor from appropriate table provided on Emission Factors tab—CARB Table 2 for vehicles model year 2004 and after, or CARB Table 7 for model years 1995-2003. • CO₂ Factor: enter factor from CO₂ Table for Light- and Light Heavy-Duty Shuttles, on Emission Factors tab. • Total annual VMT = [length of shuttle/van trip (one-way)] X [# one-way trips per day] X [# days of service per year]. For all vehicles listed in Step 3A. • ROG, NO_x, Exhaust PM₁₀, Other PM₁₀ and CO₂ Factors: enter factor from Emissions for Buses Table provided on Emission Factors tab. • Total annual VMT = [length of shuttle/van trip (one-way)] X [# one-way trips per day] X [# days of service per year]. For all vehicles listed in Step 3B. 	<ul style="list-style-type: none"> • 3A Column D through G, no default • 3A Column H, no default. • 3A Column I, no default. • Step 3B: Columns D through H, no default. Note that Step 3B uses Other PM₁₀, not Total PM₁₀. • 3B Column I, no default.
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Emission Reduction Inputs

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
<p>Arterial Management Project Type = 8a Worksheet = Arterial Management FYE 17</p>	<p><u>Arterial Management</u></p> <ul style="list-style-type: none"> • # Years Effectiveness • Name of Arterial • Segment Length (miles) • Days/Yr. • Time Period 	<ul style="list-style-type: none"> • Enter in Cost Effectiveness Inputs: For signal timing/synchronization, 2 yrs or, with retiming required at 2 yrs, 4 yrs. Each project should include either 2- or 4-year segments, not both. • Column A: Name of the arterial and the direction of travel. • Enter under Column B the length of arterial over which speeds will be increased. • Enter under Column C the number of days per year over which the project would affect traffic. Default is 240 days. • Enter under Column D the time period over which the traffic volumes and speed will change (e.g., 4-7 PM). Include all the hours in a period that will benefit, not just the peak hour.

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
[Smart Growth]	<ul style="list-style-type: none"> Traffic Volume Traffic Speed without the Project Travel Speed with Project <p>Smart Growth / Traffic Calming</p>	<ul style="list-style-type: none"> Enter under Column E the traffic volume before the project for the corresponding Time Period and direction of travel that will make the stated speed change. Enter under Column F the average traffic speed along the length of the arterial before implementation of the project. Enter under Column G the average estimated traffic speed along the length of the arterial after implementation of the project. <i>Note: Maximum increase in speed is 25%.</i> Cost Effectiveness Inputs, 10 years max No other default assumptions for “smart growth” or traffic calming projects are available. Provide detailed explanations of any assumptions and calculations in the Notes and Assumptions tab.

Emission Reduction Inputs

Alt-fuel Heavy-Duty Vehicles and Infrastructure

Project Types = 1a, 1b, 1c, 1d, 1e, 2a, 2b, 2c, 2d, 2e, 3a, 3b, 3c, 3d, 3e, 3f, 12a, 12b, 12c
Worksheet = Heavy Duty Vehicle FYE 17

Input Data Needed	Default Assumptions
<ul style="list-style-type: none"> Cost Effectiveness Inputs, # Years Effectiveness. Use separate workbook and Project # for each set of vehicles with different # Years Effectiveness or with different fuel types. 	<ul style="list-style-type: none"> 3 years is recommended - Not to exceed 4 years.
<ul style="list-style-type: none"> Column B, Unit #: A unique identifier. List each vehicle on a separate row. 	<ul style="list-style-type: none"> Column B: No default
<ul style="list-style-type: none"> Columns C through E, Baseline Emission Rate: NO_x, ROG, PM factors: See Moyer Table D-2a/b or D-6, based on your vehicle type, weight, and engine model year. 	<ul style="list-style-type: none"> Columns C through E: For FYE 2017 alt-fuel heavy-duty vehicle projects, including urban buses, the baseline default is the Model Year 2010 emission standards.
<ul style="list-style-type: none"> Column F, Annual Fuel Use: Base on average fuel use over 2 years, and document with 2 years of records. 	<ul style="list-style-type: none"> Column F: No default.
<ul style="list-style-type: none"> Column G, Fuel Consumption Factor: Moyer Table D-24 	<ul style="list-style-type: none"> Column G: Most on-road engines are below 750 horsepower, thus the default value is 18.5.
<ul style="list-style-type: none"> Column H, Conversion Factor (g/mi to g/bhp-hr): Input a value only if Baseline Emission Rates (Columns C – E) are in g/mi and Fuel Basis is being used. Notice: enter data in this column or Column J, not both. Use Moyer Table D-28. 	<ul style="list-style-type: none"> Column H: No default.
<ul style="list-style-type: none"> Column I, Annual VMT: Base on average VMT over 2 years, and document with 2 years of mileage records. 	<ul style="list-style-type: none"> Column I: No default.

County Program Manager Fund Expenditure Plan Guidance FYE 2017


Input Data Needed	Default Assumptions
<ul style="list-style-type: none"> Column J, Conversion Factor (g/bhp-hr to g/mi): Input a value only if Baseline Emission Rates (Columns C – E) are in g/bhp-hr. Notice: enter data in this column or Column H, not both. Use Moyer Table D-28. 	<ul style="list-style-type: none"> Column J: No default.
<ul style="list-style-type: none"> Column K, Percent operation in Air District: Only the operation within the Bay Area Air Quality Management District can be counted. Boundaries available from the Air District. 	<ul style="list-style-type: none"> Column K: No default.
<ul style="list-style-type: none"> Columns L through N, New Emission Rate: NO_x, ROG, and PM: Use Executive Order values. Note: FEL engines are not eligible for TFCA funding. CARB certifies engines and provides the engine manufacturers with an Executive Order (EO) for each certified engine family. An example of an EO is shown at the end of this attachment. The EO includes general information about the certified engine such as engine family, displacement, horsepower rating(s), intended service class, and emission control systems. It also shows the applicable certification emission standards as well as the average emission levels measured during the actual certification test procedure. For the purpose of the TFCA Program, the certification emission standards are used to calculate emission reductions. The certification emission standards are shown in the row titled “(DIRECT) STD” under the respective “FTP” column headings for each pollutant. For instance, the Cummins 8.3 liter natural gas engine illustrated in the sample was certified to a combined oxides of nitrogen plus non-methane hydrocarbon (NO_x+NMHC) emission standard of 1.8 g/bhp-hr, a carbon monoxide (CO) emission standard of 15.5 g/bhp-hr, and a particulate matter (PM) emission standard of 0.03 g/bhp-hr. In the case where an EO shows emission values in the rows labeled “AVERAGE STD” and/or “FEL”, the engine is certified for participation in an averaging, banking, and trading (AB&T) program. AB&T engines (i.e., all FEL-certified engines) are not eligible to participate in the TFCA Program for new vehicle purchase projects since emission benefits from an engine certified to an FEL level are not surplus emissions. 	<ul style="list-style-type: none"> Columns L through N: For FYE 2017 heavy-duty vehicle projects, including urban buses, the new vehicle must be certified to <i>exceed</i> the Model Year 2010 standard of 0.2 g/bhp-hr of NO_x and 0.01 g/bhp-hr of PM, which are the default values. Some exceptions apply.
<ul style="list-style-type: none"> Column O, Replacement Vehicle Cost: Must be supported by a quote for the new alt-fuel vehicle that exceeds standards. 	<ul style="list-style-type: none"> Column O: No Default.
<ul style="list-style-type: none"> Column P, Must be supported by a quote for a new equivalent model vehicle that meets standards (for FYE 2017, the Model Year 2010 Standards). 	<ul style="list-style-type: none"> Column P: No Default.
<ul style="list-style-type: none"> Column Q, Fuel Savings. 	<ul style="list-style-type: none"> Column Q: Default value is 0%. For new hybrid vehicles, on a case-by-case basis, the Air District may approve another value, based on documented fuel savings relative to a non-hybrid vehicle.
<ul style="list-style-type: none"> Column R, Fuel Consumption Factor: Use Moyer Table D-24. 	<ul style="list-style-type: none"> Column R: Most on-road engines are below 750 horsepower.
<ul style="list-style-type: none"> Column S, Conversion Factor (g/mi to g/bhp-hr): Enter a value only if New Emission Rates (Columns L – N) are in g/mi and Fuel Basis is being used. Notice: enter data in this column or Column T, not both. Use Moyer Table D-28. 	<ul style="list-style-type: none"> Column S: No default.

Input Data Needed	Default Assumptions
<ul style="list-style-type: none"> Column T, Conversion Factor (g/bhp-hr to g/mi): Enter a value only if New Baseline Emission Rates (Columns L – N) are in g/bhp-hr. Notice: enter data in this column or Column S, not both. Use Moyer Table D-28. 	<ul style="list-style-type: none"> Column T: No default.
<ul style="list-style-type: none"> Column Y, # Years Effectiveness: Same as in Cost Effectiveness Inputs. 	<ul style="list-style-type: none"> Column Y: 3 years is recommended - 4 yrs max.
<ul style="list-style-type: none"> Column Z, Incremental Cost: The cost of the proposed vehicle minus the baseline vehicle. 	<ul style="list-style-type: none"> Column Z: Automatically calculated.
<ul style="list-style-type: none"> Columns AB – AG, Emission Reductions. All reductions must be surplus to any regulatory, contractual, or other legally binding requirement. Note that if ROG values are not available for both the baseline and the proposed engine, ensure value is zero (0) for ROG, as no ROG emission reductions can be claimed. 	<ul style="list-style-type: none"> Columns AB – AG. Calculated automatically. Enter zero (0) if a reduction cannot be claimed.
<ul style="list-style-type: none"> Column AM, TFCA Funding Amount: Amount of total TFCA funding. The column total must equal Total TFCA Cost from Cost-Effectiveness Inputs at top of worksheet. 	<ul style="list-style-type: none"> Column AM: Cannot exceed Incremental Cost.
<ul style="list-style-type: none"> Column AP, Actual Weighted CE w/o CRF--Miles Basis (\$/ton). Cost-effectiveness based on emissions including weighted PM. Must meet Policy Requirements. 	<ul style="list-style-type: none"> Column AP: Calculated automatically.
<ul style="list-style-type: none"> Column AQ, Actual Weighted Contract CE w/o CRF--Fuel Basis (\$/ton). Cost-effectiveness based on emissions including weighted PM. Must meet Policy Requirements. Emissions and cost-effectiveness calculations can only be based on fuel usage for the following vehicles: <ul style="list-style-type: none"> Utility vehicles in idling service Street sweepers Solid waste collection vehicles. All other vehicles must use mileage basis. If using fuel-based calculations, usage must be based on two years of historical fuel usage documentation (e.g., fuel logs or purchase receipts). 	<ul style="list-style-type: none"> Column AQ: Calculated automatically.
<ul style="list-style-type: none"> Column AS, Baseline CO₂ Factor Based on Mileage: Enter value from CO₂ Emission Factors Table for your fuel and vehicle type (e.g., Medium Heavy Duty Diesel is 1527 g/mi). 	<ul style="list-style-type: none"> Column AS: No default.
<ul style="list-style-type: none"> Column AT, Proposed Engine CO₂ Factor Based on Mileage: Enter value from CO₂ Emission Factors Table for your fuel and vehicle type (e.g., Medium Heavy Duty CNG 1098 g/mi). 	<ul style="list-style-type: none"> Column AT: No default.
<ul style="list-style-type: none"> Column AV, Baseline CO₂ Factor Based on Fuel Use: Enter value from CO₂ Emission Factors Table for your fuel type (e.g., Diesel is 10079 g/mi). 	<ul style="list-style-type: none"> Column AV: 10079 g/mi.
<ul style="list-style-type: none"> Column AW, Proposed Engine CO₂ Factor Based on Fuel Use: Enter value from CO₂ Emission Factors Table for your fuel type (e.g., CNG is 7244 g/mi). 	<ul style="list-style-type: none"> Column AW: No default.

County Program Manager Fund Expenditure Plan Guidance FYE 2017

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
<p>Alt-fuel Vehicles and Infrastructure: Light-Duty and Light Heavy-Duty Project Types = 4a, 4b, 4c, 4d, 4e, 12a, 12b, 12c Worksheet = LD & LHD Vehicle FYE 17</p>	<ul style="list-style-type: none"> • # Years Effectiveness • Unit # / ID • Incremental Cost • Current Standard and New Vehicle Standard • Cost-Effectiveness 	<ul style="list-style-type: none"> • 3 years is recommended - 4 years max. • List each vehicle separately. • For new vehicles, must be based on two quotes—one for the new alt-fuel vehicle, and one for a new conventionally-fueled equivalent model that meets current emission standards. • Enter in Columns E and F the standard that a vehicle is certified to, as shown on the CARB Executive Order. • Column U, automatically calculated. Each vehicle must meet the Policy requirements for cost-effectiveness.

Sample CARB Executive Order for Heavy-Duty On-Road Engines

 AIR RESOURCES BOARD	CUMMINS INC.	EXECUTIVE ORDER A-021-0571-1 New On-Road Heavy-Duty Engines Page 1 of 2 Pages
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Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: The engine and emission control systems produced by the manufacturer are certified as described below for use in on-road motor vehicles with a manufacturer's GVWR over 14,000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE ¹	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS ²	ECS & SPECIAL FEATURES ³	DIAGNOSTIC ⁶
2012	CCEXH0729XAD	11.9	Diesel	Diesel	UB		
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL		ADDITIONAL IDLE EMISSIONS CONTROL ⁵					
Exempt		N/A					
ENGINE (L)		ENGINE MODELS / CODES (rated power, In hp)					
11.9		ISX11.9 385 / 3865;FR20350 (379); ISX12 385 / 3865;FR20350 (379)					
<small> ¹ =not applicable; GVWR=gross vehicle weight rating; 13 CCR xyz=Title 13, California Code of Regulations, Section xyz; 40 CFR 86.abc=Title 40, Code of Federal Regulations, Section 86.abc; L=liter, hp=horsepower, kw=kilowatt, hr=hour; ² CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a. BF=bi fuel; DF=dual fuel; FF=flexible fuel; L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HDO=heavy duty Otto; ³ ECS=emission control system; TWC/OC=three-way/oxidizing catalyst; NAC=NOx adsorption catalyst; SCR-U / SCR-N=selective catalytic reduction - urea / - ammonia; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; PTOX=periodic trap oxidizer; HO2S/O2S=heated/oxygen sensor; HAFS/AFS=heated/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel injection; SF/MFI=sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; IDI/DDI=indirect/direct diesel injection; TC/SC=turbo/super charger; CAC=charge air cooler; EGR / EGR-C=exhaust gas recirculation / cooled EGR; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; ECM/PCM=engine/powertrain control module; EM=engine modification; 2 (prefix)=parallel; (2) (suffix)=in series; AMOX=ammonia oxidation catalyst ⁵ ESS=engine shutdown system (per 13 CCR 1956.8(a)(6)(A)(1)); 30g=30 g/hr NOx (per 13 CCR 1956.8(a)(6)(C)); APS =internal combustion auxiliary power system; ALT=alternative method (per 13 CCR 1956.8(a)(6)(D)); Exempt=exempted per 13 CCR 1956.8(a)(6)(B) or for CNG/LNG fuel systems; N/A=not applicable (e.g., Otto engines and vehicles); EMD=engine manufacturer diagnostic system (13 CCR 1971); OBD=on-board diagnostic system (13 CCR 1971.1); </small>							

Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.8; 2) the EURO and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, for this engine family. "Diesel" CO, EURO and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For flexible- and dual-fueled engines, the CERT values in brackets [] are those when tested on conventional test fuel. For multi-fueled engines, the STD and CERT values for default operation permitted in 13 CCR 1956.8 are in parentheses.)

in g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
FEL	*	*	*	*	*	*	*	*	*	*	*	*
CERT	0.04	0.01	0.12	0.09	*	*	1.1	0.00	0.004	0.002	*	*
NTE	0.21		0.30		*		19.4		0.02		*	

⁴ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; EURO=Euro III European Steady-State Cycle, including RMCSET=ram mode cycle supplemental emissions testing; NTE=Not-to-Exceed; STD=standard or emission test cap; FEL=family emission limit; CERT=certification level; NMHC/HC=non-methane/hydrocarbon; NOx=oxides of nitrogen; CO=carbon monoxide; PM=particulate matter; HCHO=formaldehyde. (Rev.: 2007-02-26)

BE IT FURTHER RESOLVED: Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

BE IT FURTHER RESOLVED: For the listed engine models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1971 (engine manufacturer diagnostic) and 13 CCR 2035 et seq. (emission control warranty).

Engines certified under this Executive Order must conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

This Executive Order hereby supersedes Executive Order A-021-057 dated December 7, 2011.

Executed at El Monte, California on this 17 day of April 2012.


Annette Hebert, Chief
Mobile Source Operations Division



Memorandum

Date: 02.04.16 **RE:** Plans and Programs Committee
February 9, 2016

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

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Adoption of the Fiscal Year 2016/17 Transportation Fund for Clean Air Local Expenditure Criteria

Summary

Transportation Fund for Clean Air (TFCA) funds come from a \$4 per vehicle surcharge collected by the California Department of Motor Vehicles on motor vehicle registrations in the nine-county Bay Area region. A portion of the funds (40 percent) is available to each county on a return-to-source basis from the Bay Area Air Quality Management District (Air District). These funds are used to implement strategies to improve air quality by reducing motor vehicle emissions in accordance with the Air District's Clean Air Plan. As the Program Manager for the City and County of San Francisco, the Transportation Authority is required to adopt Local Expenditure Criteria for the programming of the local TFCA funds. Our proposed Fiscal Year (FY) 2016/17 Local Expenditure Criteria (Attachment 1) are the same as those used in past cycles and are consistent with the Air District's TFCA policies for FY 2016/17. The criteria establish a clear prioritization methodology for applicant projects, including project types ranked by local priorities, emissions reduced, program diversity, project readiness, and past project sponsor delivery. We plan to issue the FY 2016/17 call for projects in late February and anticipate having approximately \$800,000 to program to projects.

BACKGROUND

Transportation Fund for Clean Air (TFCA) funds come from a \$4 per vehicle surcharge collected by the California Department of Motor Vehicles on motor vehicle registrations in the nine-county Bay Area region and are distributed by the Bay Area Air Quality Management District (Air District). These funds are used to implement strategies to improve air quality by reducing motor vehicle emissions in accordance with the Air District's Clean Air Plan.

Project sponsors can apply for TFCA funds through two separate programs: a regional program administered by the Air District, which uses 60 percent of the TFCA funds, and a local return-to-source formula program, which uses the remaining 40 percent of the funds. As the TFCA Program Manager for San Francisco, the Transportation Authority is responsible for developing a list of projects to fund with the local TFCA funds.

DISCUSSION

The purpose of this memorandum is to present our proposed Fiscal Year (FY) 2016/17 TFCA Local Expenditure Criteria and to seek a recommendation for the adoption of the criteria as presented.

TFCA regulations require that the Program Manager annually adopt Local Expenditure Criteria that will be the basis for developing a recommended project priorities list for local TFCA funds. The criteria need to be consistent with the Air District's adopted TFCA County Program Manager Fund Guidance.

Schedule: Our schedule for the FY 2016/17 TFCA program involves Board approval of the Local Expenditure Criteria in February 2016 in order to support release of the call for projects that same month. The proposed schedule for the upcoming call for projects is shown in Table 1 below.

Table 1. Proposed Schedule for FY 2016/17 TFCA Call for Projects

Wednesday, January 27, 2016	Citizens Advisory Committee Meeting – ACTION Local Expenditure Criteria
Tuesday, February 9, 2016	Plans and Programs Committee Meeting – ACTION Local Expenditure Criteria
Tuesday, February 23, 2016	Transportation Authority Board Meeting – ACTION Local Expenditure Criteria
Wednesday, February 24, 2016	Transportation Authority issues TFCA Call for Projects
Friday, April 29, 2015	TFCA Applications Due to the Transportation Authority
Wednesday, May 25, 2016	Citizens Advisory Committee Meeting – ACTION FY 2016/17 TFCA Program of Projects
Tuesday, June 21, 2016	Plans and Programs Committee Meeting – ACTION FY 2016/17 TFCA Program of Projects
Tuesday, June 28, 2016	Transportation Authority Board Meeting – ACTION FY 2016/17 TFCA Program of Projects
Aug-Sept 2016 (estimated)	Funds expected to be available to project sponsors

Local Expenditure Criteria: Some counties have established a complex point system for rating potential TFCA projects, while other counties have utilized a general policy with a set of priorities. As a combined City and County, San Francisco does not have multiple jurisdictions applying for funds; however, there is considerable diversity in the types of projects initiated in the county. Compared to more auto-oriented counties, the revenue that San Francisco receives from this program (approximately \$740,000 in new revenues annually) is relatively small and can normally fund only a few (e.g., six to ten) projects.

Our assessment is that over time the Transportation Authority has been better served by not assigning a point system to evaluate applications. Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund the majority of the projects that satisfy all of the TFCA eligibility requirements established by the Air District, including a requirement that each project must achieve a cost effectiveness ratio as established in the adopted TFCA County Program Manager Fund Guidance.

As in prior years, only applicant projects that meet all of the Air District's TFCA eligibility requirements will be prioritized for funding using the Transportation Authority's Local Expenditure Criteria. Our proposed FY 2016/17 Local Expenditure Criteria, shown in Attachment 1, are the same as those used in previous years. They include consideration of the following factors:

- Project type
- Cost effectiveness
- Project delivery
- Program diversity
- Other considerations (i.e., the project sponsor's recent track record in delivering TFCA projects).

We provided input to the Air District on the its draft TFCA FY 2016/17 policies, working with the Transportation Authority's Technical Working Group and the other Bay Area Congestion Management Agencies (CMAs). The Air District's final TFCA FY 2016/17 policies shown in Attachment 2 incorporate several revisions. Examples include:

- Clarifications to ensure adherence to state statute;
- Revised policy language related to shuttle projects to align it with Air District Board-adopted FYE 2016 TFCA Regional Fund Policies;
- Removed Annual Daily Traffic (ADT) and Peak Hour Traffic requirements for arterial management projects;
- Increased cost-effectiveness limit for alternative fuel vehicle and infrastructure, smart growth, shuttle, arterial management, and bicycle facility projects to align with Air District Board-adopted FYE 2016 TFCA Regional Fund Policies;
- Clarification that TFCA County Program Manager Funds may not be combined with TFCA Regional Funds unless the project scope is broadened; and
- Added language about enforcing a two-year time limit for completing bicycle projects.

We continue to work with the Air District and other CMAs to improve the TFCA program's effectiveness at achieving air quality benefits, decrease its administrative burden, and allow the CMAs more flexibility to address each county's unique air quality challenges and preferred methods of mitigating mobile source emissions.

ALTERNATIVES

1. Recommend adoption of the FY 2016/17 TFCA Local Expenditure Criteria, as requested.
2. Recommend adoption of the FY 2016/17 TFCA Local Expenditure Criteria, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its January 27, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Approval of the Local Expenditure Criteria will not have any impact on the Transportation Authority's adopted FY 2015/16 budget, but it will allow the Transportation Authority to apply for approximately \$800,000 (including estimated de-obligations) in FY 2016/17 local TFCA funds that can then be programmed to eligible San Francisco projects. These funds will be incorporated into the FY 2016/17 budget.

RECOMMENDATION

Recommend adoption of the FY 2016/17 TFCA Local Expenditure Criteria.

Attachments (2):

1. Draft FY 2016/17 TFCA Local Expenditure Criteria
2. County Program Manager Fund Expenditure Plan Guidance – FY Ending 2017



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RESOLUTION APPOINTING PETER TANNEN TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There are two vacancies on the CAC; and

WHEREAS, At its February 9, 2016 meeting, after review and consideration of all applicants' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Peter Tannen to serve on the CAC for a two-year term and to continue the remaining vacancy to allow additional time for candidate recruitment; now therefore, be it

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

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



Memorandum

Date: 02.04.16 **RE:** Plans and Programs Committee
February 9, 2016

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

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

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

Summary

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

BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the resignation of Wells Whitney and the term expiration of Peter Tannen. Mr. Tannen is seeking reappointment. There are currently 25 applicants to consider for the existing vacancies.

DISCUSSION

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

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

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

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

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

ALTERNATIVES

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

CAC POSITION

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

FINANCIAL IMPACTS

None.

RECOMMENDATION

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

Attachments (2):

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

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE¹

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

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 02.04.16)

APPLICANTS

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

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

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

RESOLUTION ALLOCATING \$49,341,000 IN PROP K FUNDS, WITH CONDITIONS,
SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION
SCHEDULES

WHEREAS, The Transportation Authority received six Prop K requests totaling \$49,341,000, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: New and Renovated Vehicles – Muni, Signals & Signs, Transportation/Land Use Coordination, Traffic Calming, Bicycle Circulation/Safety and Rehabilitate/Upgrade Existing Facilities – Muni; and

WHEREAS, As required by the voter-approved Expenditure Plans, 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 Bicycle Safety Education and Outreach project is consistent with the Bicycle Circulation/Safety 5YPP; and

WHEREAS, SFMTA's requests for the following projects require 5YPP amendments as detailed in the enclosed allocation request forms: 85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches, Upgrade Life and Fire Safety Systems, South Van Ness Traffic Signal Upgrade, Taylor Street Safety and Golden Gate Avenue Buffered Bike Lane [NTIP Capital]; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$49,341,000 in Prop K funds, with conditions, for six projects, as described in



Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its January 27, 2016 meeting, the Citizens Advisory Committee (CAC) was briefed on five of the six subject requests and unanimously adopted a motion of support for the staff recommendation, but as the CAC does not meet in late December due to the holidays, SFMTA's request for its Bicycle Safety Education and Outreach program was taken directly to the Plans and Programs Committee in January 2016 and subsequently revised based on committee input; and

WHEREAS, The Plans and Programs Committee was briefed on the subject requests at its February 9, 2016 meeting, and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K New and Renovated Vehicles – Muni, Signals & Signs, Transportation/Land Use Coordination, Traffic Calming, Bicycle Circulation/Safety and Rehabilitate/Upgrade Existing Facilities – Muni 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$49,341,000 in Prop K funds, with conditions, for six projects, as described in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies

established in the Prop K Expenditure Plan, the 2014 Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project 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 2014 Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

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

Enclosure:

1. Prop K Allocation Request Forms (6)

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Prop K Leveraging			District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	17M	SFMTA	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches	\$47,869,000	\$137,500,000	84%	65%; 74% for overall project	Procurement	Citywide
Prop K	20M	SFMTA	Upgrade Life and Fire Safety Systems	\$400,000	\$400,000	90%	0%	Design	3, 9, 10, 11
Prop K	33	SFMTA	South Van Ness Traffic Signal Upgrade	\$552,000	\$1,891,000	41%	71%	Construction	9
Prop K	38, 44	SFMTA	Taylor Street Safety	\$300,000	\$600,000	50%	50%	Planning	6
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$170,000	\$170,000	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	\$50,000	\$170,000	28%	71%	Construction	6
TOTAL					\$ 49,341,000	\$ 140,731,000	83%	65%	

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 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	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches	\$ 47,869,000	\$ -	<p>The SFMTA is requesting \$47.9 million and a commitment to allocate \$30.1 million in Prop K funds to accelerate the procurement of up to 265 motor coaches from New Flyer Incorporated. We have worked extensively with the Metropolitan Transportation Commission and SFMTA on the funding strategy to get the new vehicles on the street sooner and at a lower cost than currently forecast. Benefits of accelerating the procurement schedule also include operational cost savings since hybrid coaches use less fuel than diesels, and maintaining consistent bus build quality without any gaps in the production schedule. The total funds expected to be available for near-term contract certification total \$137.5 million in Prop K, federal funds, and regional bridge tolls, which will enable the SFMTA to order 148 motor coaches and put them into revenue service by July 2017.</p>
20M	SFMTA	Upgrade Life and Fire Safety Systems	\$ 400,000	\$ -	<p>Requested funds will be used for design of upgrades and/or replacements of fire alarm systems that have reached the end of their useful lives at five Muni maintenance facilities, including the main shop and annex at the Green Light Rail Center, the Flynn Division, the Scott Division, the Kirkland Division, and the Potrero Division. SFMTA expects to complete design by September 2016 and construction by March 2018.</p>

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	South Van Ness Traffic Signal Upgrade	\$ 552,000	\$ -	Requested funds will be used for the construction phase for signal modifications at the seven intersections on South Van Ness Avenue between 14th and 20th Streets. The project will install new, larger vehicle signals and poles to improve signal visibility on this Vision Zero High Injury Corridor, as well as pedestrian countdown signals, and new conduits, wiring, and signal controllers. Prop K funds will be leveraging a \$1.34 million Highway Safety Improvement Program (HSIP) grant. The SFMTA expects all upgraded signals will be in use by September 2017, prior to the paving project scheduled on South Van Ness north of 17th Street in Fiscal Year 2018/19.
38, 44	SFMTA	Taylor Street Safety	\$ 300,000	\$ -	The SFMTA is requesting funding for outreach, planning, and development of a community-preferred design for corridor safety improvements on Taylor Street from Market Street to Sutter Street. Scope includes a robust planning process in partnership with city agencies and community-based organizations. The SFMTA anticipates completing a recommendations report outlining the different design concepts evaluated and the preferred alternative, including an implementation plan, by April 2019. The SFMTA has applied for a \$300,000 Caltrans Planning Grant for this project.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Bicycle Safety Education and Outreach	\$ 170,000	\$ -	Requested funds will be used to support development and implementation of a 20-month Bicycle Safety Education and Outreach Program. SFMTA will issue a request for proposals through which respondents will identify activities, classes, and events that the contractor would design and conduct in order to meet specific participation, communication, and educational goals. SFMTA envisions a three tier program, including an annual citywide event, less frequent (i.e., up to 12 times per year) more focused events, and bicycle education. SFMTA anticipates \$149,000 for the consultant contract, which would implement the new programs from April 2016 to December 2017. The remaining funds are for SFMTA procurement, project management and evaluation. The latter will cover demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as other program outcomes including increases in bicycling in San Francisco among program participants and increase in safety knowledge by people who have participated in trainings and classes. The project would be 100% sales tax funded.
39	SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	\$ 50,000	\$ -	Requested funds will be used to extend a Prop K funded road diet on Golden Gate Avenue and construct a buffered bike lane in the eastbound direction between Polk Street and Market Street. The overall project will convert the street from three lanes to two lanes and implement improvements to slow traffic speeds and increase pedestrian safety on this Vision Zero High Injury Corridor. Improvements will include painted safety zones, continental crosswalks, and signal timing to calm vehicle traffic. The SFMTA anticipates no parking loss because of the proposed improvements included in the project. SFMTA expects the project to be open for use by June 2016.
TOTAL			\$ 49,341,000	\$ -	

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	85 40-ft and 63 60-ft Low-Floor Hybrid Diesel Motor Coaches	\$ 47,869,000	\$ -	<p>5YPP Amendment: The recommendation is contingent upon an amendment to the Vehicles 5YPP to reprogram \$10,667,756 in Fiscal Year 2015/16 funds from the Replace 100 ETT 40' Trolley Coaches project to the subject project. SFMTA has revised the scope and budget of the trolley coach procurement, reducing the total number of vehicles from 280 to 240 and reducing the overall budget by almost \$91 million. See attached 5YPP amendment for details. The Transportation Authority will work with SFMTA to fully fund the trolley coach procurement.</p> <p>Commitment to Allocate: The recommendation includes a commitment to allocate an additional \$30.1 million in Prop K funds upon availability of federal or other funds for certification of the remaining options in the current New Flyer contract. The SFMTA anticipates that these funds will become available through the Metropolitan Transportation Commission-led Transit Capital Priorities program cycle to begin in Spring 2016.</p>
20M	SFMTA	Upgrade Life and Fire Safety Systems	\$ 400,000	\$ -	<p>5YPP Amendment: The recommendation is contingent upon an amendment to the Facilities-MUNI 5YPP to program \$400,000 in cumulative remaining programming capacity for the Upgrade Life and Fire Safety Systems project in Fiscal Year 2015/16. See attached 5YPP amendment for details.</p>
33	SFMTA	South Van Ness Traffic Signal Upgrade	\$ 552,000	\$ -	<p>5YPP Amendment: The recommendation is contingent upon a minor amendment to the Signals and Signs 5YPP to reprogram \$552,000 from the design phase to the construction phase of the subject project in Fiscal Year 2015/16. See attached 5YPP amendment for details.</p>

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
38, 44	SFMTA	Taylor Street Safety	\$ 300,000	\$ -	Special Condition: The \$80,000 in Prop K funds from the Planning Grant Match (e.g. Caltrans Planning Grant) line in the Transportation/Land Use Coordination 5YPP is on reserve pending notification from Caltrans if the project will receive a Caltrans Planning Grant in the 2016 cycle (anticipated June 2016). If SFMTA receives a Caltrans Planning Grant, Transportation Authority staff will release these funds. If the SFMTA is not successful in obtaining the grant from Caltrans, the Transportation Authority will deobligate these funds from the project. The SFMTA would then seek additional Prop K, or other funds, to fully fund a reduced project scope.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 170,000	\$ -	This request was delayed last month at the request of the SFMTA to allow staff to address the Committee's concerns about allocating Prop K funds prior to the SFMTA conducting a request for proposals and identifying the top ranked firm. Transportation Authority staff have clarified that as a funding agency, it is a best practice to award a grant before an agency advertises a contract. See memo for more information.
39	SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	\$ 50,000	\$ -	5YPP Amendment: The recommendation is contingent upon an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$50,000 in Fiscal Year 2015/16 funds from NTIP Placeholder to the subject project. See attached 5YPP amendment for details.
TOTAL			\$ 49,341,000	\$ -	

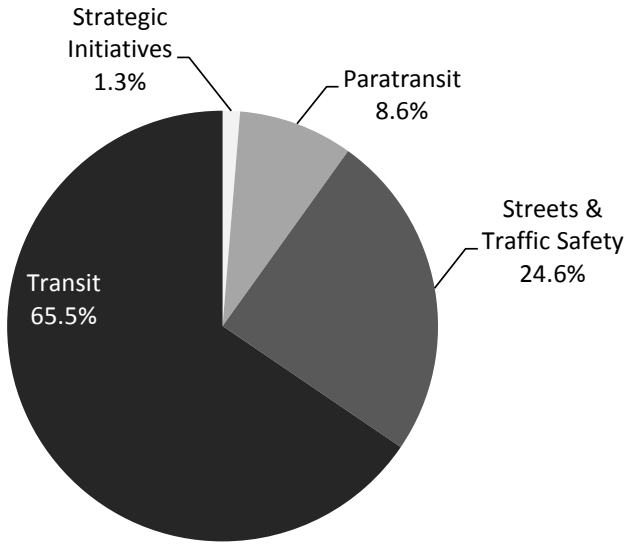
¹ See Attachment 1 for footnotes.

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

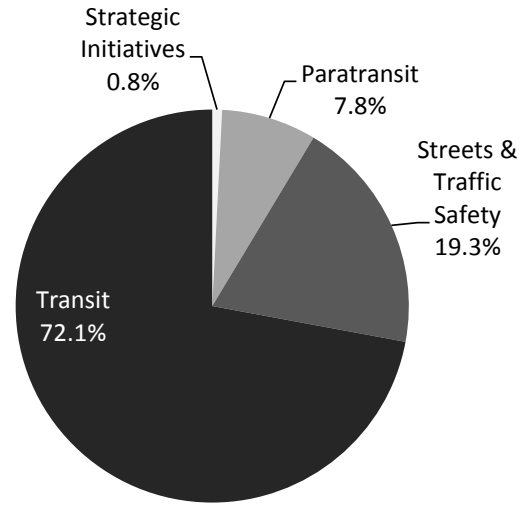
PROP K SALES TAX						
	CASH FLOW					
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 128,750,117	\$ 95,835,907	\$ 31,537,734	\$ 1,327,048	\$ 49,428	\$ -
Current Request(s)	\$ 49,341,000	\$ 662,668	\$ 39,798,783	\$ 8,648,423	\$ 101,149	\$ 129,977
New Total Allocations	\$ 178,091,117	\$ 96,498,575	\$ 71,336,517	\$ 9,975,471	\$ 150,577	\$ 129,977

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: 02.04.16 **RE:** Plans and Programs Committee
February 9, 2016

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

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

Through: Tilly Chang – Executive Director *Tilly*

Subject: **ACTION** – Recommend Allocation of \$49,341,000 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule

Summary

As summarized in Attachments 1 and 2, we have six requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$49,341,000 in Prop K sales tax funds to present to the Plans and Programs Committee. The SFMTA is requesting \$47,869,000 and a commitment to allocate \$30.1 million in Prop K funds to accelerate the procurement of up to 265 motor coaches from New Flyer Incorporated. We have worked with the Metropolitan Transportation Commission and the SFMTA on the funding strategy to get the new vehicles on the street sooner and at a lower cost than currently forecast. Funds expected to be available for near-term contract certification total \$137.5 million including Prop K, federal funds, and regional bridge tolls, and will enable the SFMTA to order 148 motor coaches to be placed into revenue service by July 2017. The SFMTA has also requested \$552,000 for construction of signal upgrades at seven intersections on South Van Ness Avenue between 14th and 20th Streets; \$300,000 for outreach, planning, and development of a community-preferred design for corridor safety improvements on Taylor Street between Market and Sutter Streets; \$50,000 in District 3 Neighborhood Transportation Improvement Program capital funds to extend the Prop K-funded Golden Gate Avenue road diet to Market Street and to install a buffered bike lane between Polk and Market Streets; and \$400,000 for design of upgrades and/or replacements of fire alarm systems at five Muni maintenance facilities. We are also presenting the SFMTA's request for \$170,000 in Prop K funds to support development and implementation of a 20-month Bicycle Safety Education and Outreach Program. This item was delayed last month at the request of the SFMTA to allow staff to address the Committee's concerns about allocating Prop K funds prior to the SFMTA conducting a request for proposals and identifying the top ranked firm.

BACKGROUND

We have six requests totaling \$49,341,000 in Prop K sales tax funds to present to the Plans and Programs Committee at the February 9, 2016 meeting, for potential Board approval on February 23, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- New and Renovated Vehicles – Muni
- Signals & Signs
- Transportation / Land use Coordination
- Traffic Calming

- Bicycle Circulation/Safety
- Rehabilitate/Upgrade Existing Facilities – Muni

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

DISCUSSION

The purpose of this memorandum is to present six Prop K requests totaling \$49,341,000 to the Plans and Programs Committee, and to seek a recommendation to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the enclosed Allocation Request Forms.

Bicycle Safety Education and Outreach (SFMTA): The Plans and Programs Committee was briefed on this request last month and recommended allocating only a sufficient amount of the requested \$170,000 in Prop K funds to support the procurement process and committing to allocate the remaining funds after the SFMTA identified the proposed contractor. At the request of the SFMTA, we did not forward the request to the Board in January to allow staff time to address the Committee's concerns about allocating Prop K funds prior to the SFMTA conducting a request for proposals and identifying the top ranked firm. We have met with Commissioner Peskin, who initially raised questions about the request. We clarified that as a funding agency, it is a best practice to award a grant before an agency advertises a contract. This provides the best opportunity for the Transportation Authority Board and the public to provide input into the proposed scope, schedule, budget and funding plans. Further, most sponsor agencies, including the SFMTA, require that all funds be committed before initiating the procurement process. The SFMTA has also modified the request to better call out the evaluation budget as requested by the Committee. We are recommending approval of the \$170,000 as requested, by the SFMTA and detailed in the enclosed allocation request form.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority and project sponsor staff will attend the committee meeting to provide a brief presentation on the specific requests and to respond to any questions that the Committee may have.

ALTERNATIVES

1. Recommend allocation of \$49,341,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$49,341,000 in Prop K funds, with conditions, 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 five of the six subject requests at its January 27, 2016 meeting and unanimously adopted a motion of support for the staff recommendation. The CAC does not meet in late December due to the holidays, so SFMTA's request for its Bicycle Safety Education and Outreach program was taken directly to the Plans and Programs Committee at its January 12, 2016 meeting. This request will be included as an information item on the agenda for the February 24, 2016 CAC meeting.

FINANCIAL IMPACTS

This action would allocate \$49,341,000 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for six requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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

Sufficient funds are included in the adopted FY 2015/16 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future fiscal year budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$49,341,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

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

Enclosure:

1. Prop K Allocation Request Forms (6)



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RESOLUTION REVISING THE STRUCTURE OF THE VISION ZERO COMMITTEE OF
THE TRANSPORTATION AUTHORITY

WHEREAS, On February 25, 2014, through Resolution 14-58, the Transportation Authority established an ad hoc Vision Zero Committee to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024; and

WHEREAS, On March 25, 2014, through Resolution 14-68, the Transportation Authority revised the structure of the Vision Zero Committee such that the Committee was changed from four to five members, with the Chair of the Transportation Authority serving as an ex-officio member; and

WHEREAS, On December 15, 2015, through Resolution 16-30, the Transportation Authority extended the Vision Zero Committee for an additional two-year period; and

WHEREAS, Consistent with Chair Wiener's 2016 committee assignments, we are recommending that the structure of the Vision Zero Committee be downsized from five to three members to ensure that the Committee will be able to maintain quorum at its meetings; now, therefore, be it

RESOLVED, That the Transportation Authority hereby revises the structure of the Vision Zero Committee of the Transportation Authority to remove two seats such that the Committee is now comprised of three members, which the Chair of the Transportation Authority serving as an ex-officio member.



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Muni Service Equity Policy

Pursuant to SFMTA's core value of social equity and access, the SFMTA shall adopt a Service Equity Strategy every two years on the same cycle as SFMTA's biannual budget to assess Muni service performance in select low income and minority neighborhoods, identify major Muni transit-related challenges impacting selected neighborhoods with community stakeholder outreach, and develop strategies to address the major challenges. The Service Equity Strategy will complement, but will not replace, the annual service monitoring program that SFMTA conducts as part of the SFMTA Title VI program.

SFMTA shall develop performance targets for each strategy based on peer Muni route performance and track progress compared to baseline conditions, performance targets, and year-over-year progress. Performance metrics will include:

- On-Time Performance
- Service Gaps
- Crowding (also serves as a proxy for pass-ups)
- Capacity Utilization
- Travel Times to/from key destinations such as the nearest grocery store, nearest medical facility, City College, downtown, and nearest major park
- Customer satisfaction information

Metrics will include data by time of day (including midday and late evening). Where available, data will be evaluated for conditions within the neighborhood, as well as the route as a whole.

The Service Equity Strategy shall be presented to the SFMTA Board of Directors before the two-year budget request and the two-year budget request shall include, if needed, budget allocation requests to implement the Service Equity Strategy to the extent resources are available.¹ In difficult financial times, the Service Equity Strategy may not recommend increased funding levels, but will focus on more effectively using available resources. If service reductions need to be considered, the Equity Strategy will also guide how to consider the needs of low-income and minority neighborhoods. The Service Equity Strategy shall also be adopted by the SFMTA Board of Directors and presented for input to the San Francisco County Transportation Authority (SFCTA). The performance of routes and impacts of the strategies on performance included in the Service Equity Strategy shall be reported annually to the SFMTA Board of Directors and the SFCTA Board.

Beginning in spring 2014, staff will select neighborhoods based on percentage of low income households, private vehicle availability, race/ethnicity demographics, and disability status and

¹ In addition to equity needs, it is anticipated that other service objectives will also inform the budget development including ridership growth, overall system performance and conditions on the Rapid network.

establish a performance baseline. Subsequently, the Service Equity Strategy Policy requires the following steps as part of the Two Year Budget Cycle:

- Re-evaluate census data to determine if demographic changes warrant additional or fewer neighborhoods be evaluated. Summer/Fall Year 1
- Analyze performance data for key transit routes in each focus neighborhood and outline the top two-to-three Muni challenges and strategies to improve service performance. Document year-over-year progress against the baseline. Summer/Fall Year 1
- Conduct outreach to community stakeholders to confirm key Muni service issues in each neighborhood and adjust as needed. This may include community groups, community based organizations, stakeholder interviews, and community meetings. Fall Year 1
- Refine key issues on community input and finalize Service Equity Strategy. Winter Year 1
- SFMTA Board of Directors reviews and approves Service Equity Strategy. Winter Year 1
- SFMTA prioritizes resources to implement strategies as needed in conjunction with two year budget cycle. Spring Year 1
- Implement Service Equity Strategy and track results compared to baseline conditions and performance targets. Summer Year 1
- Adjust strategies as needed to meet goal. Summer Year 1 – Summer Year 2
- Report back to the SFMTA Board and SFCTA Board on results Fall/Winter Year 2
- Start process again in Summer/Fall Year 3





SFMTA
Municipal
Transportation
Agency

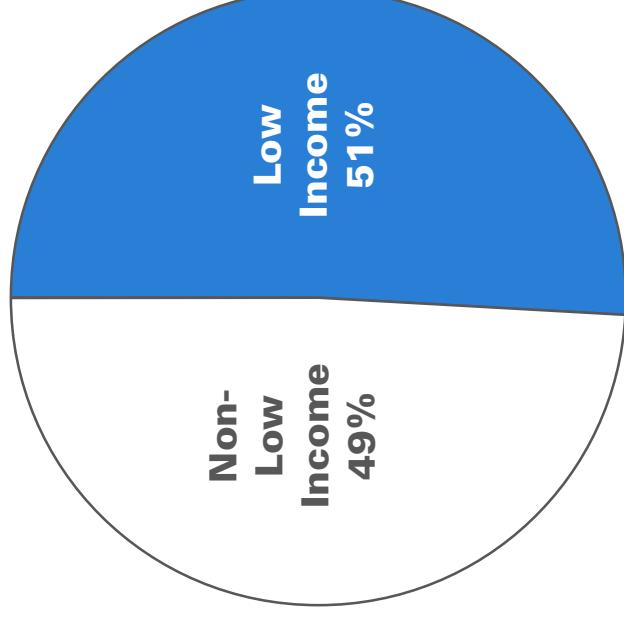
Muni Service Equity Strategy

Presentation to
SFCTA Board of Commissioners
February 23, 2016

In May 2014, SFMTA Board of Directors adopted the Muni Service Equity Policy, calling for a biennial Service Equity Strategy in concurrence with the SFMTA budget process

The Equity Strategy builds on the SFMTA's strong foundation in service equity, which is evident in a number of policies and programs:

- Fare policy with free and subsidized passes for residents with low income
- Title VI Program
- Muni Forward

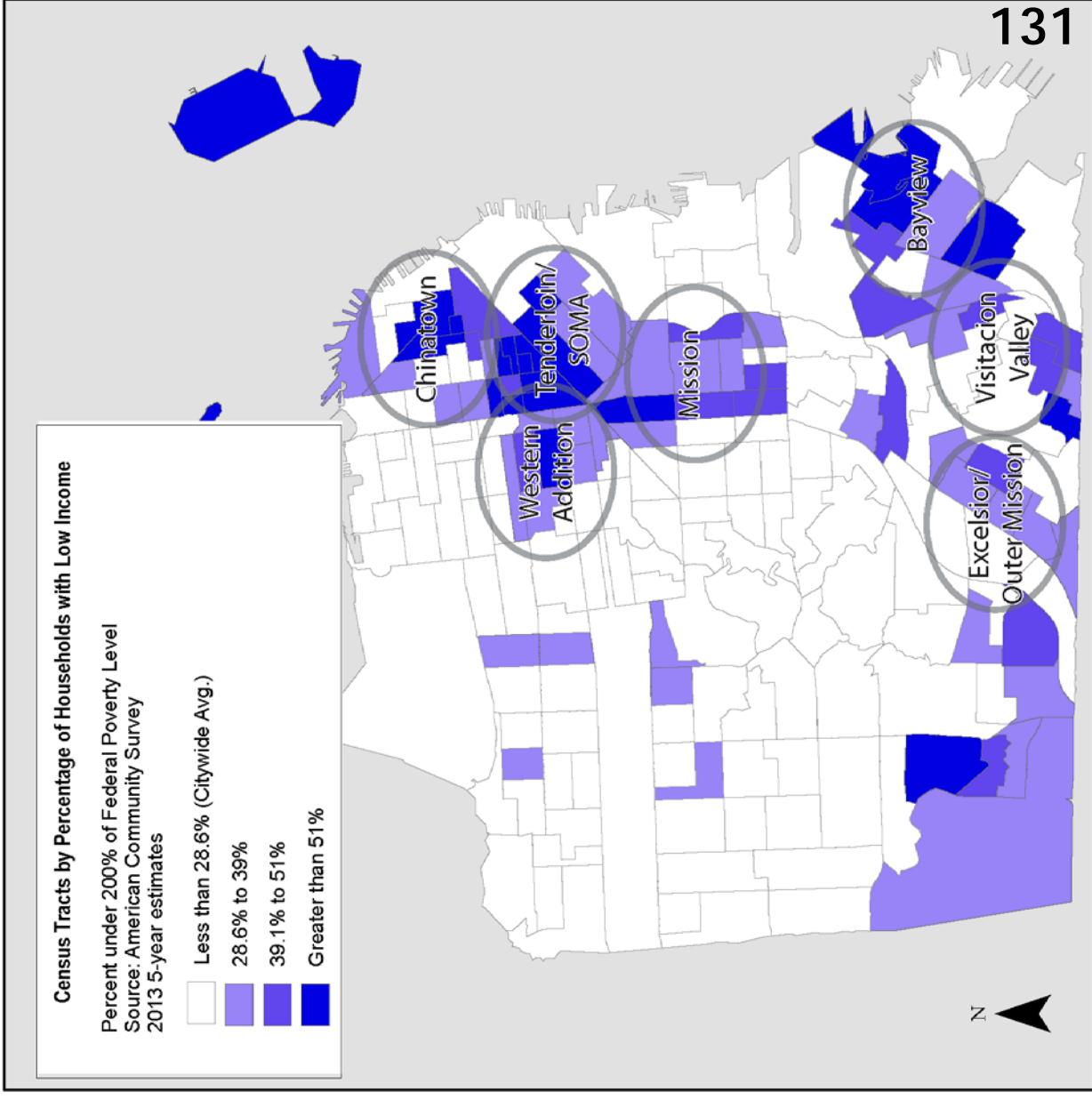


Half of Muni customers (51%) live households with that qualify as low income, a much higher proportion than the City average (31%)

In collaboration with community advocates, SFMTA staff identified **seven equity strategy neighborhoods** based on a number of demographic factors, including:

- Concentration of households with low income
- Concentration of people of color
- Household density
- Vehicle ownership

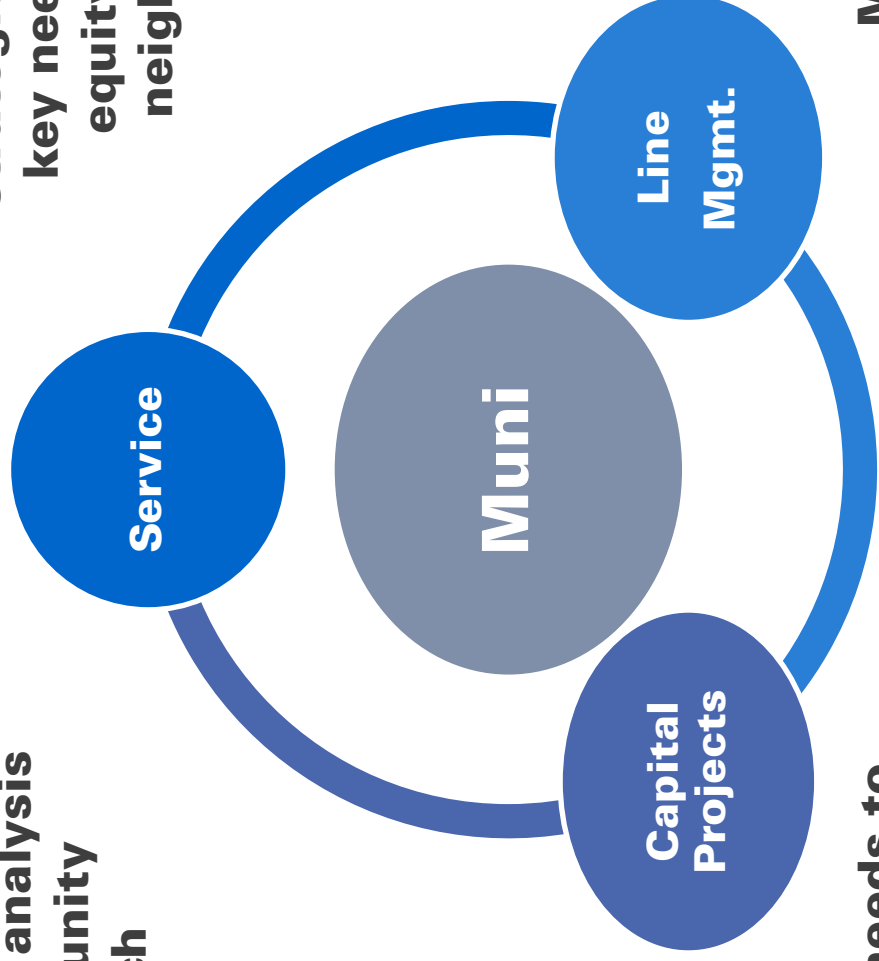
Citywide accessibility also addressed for seniors and people with disabilities



1 Identify top 2-3 needs per neighborhood based on data analysis and community outreach

2

Develop tailored strategies to address key needs for each equity strategy neighborhood



3

Identify funding needs to inform operating/capital two-year budget

4

Monitor year-over-year progress with annual report⁴ on performance

Muni Service Equity Strategy Two Year Cycle

Spring/Summer 2015:
Establish baseline, identify problems, propose strategies

**Summer/
Fall 2015:**
Begin community outreach, refine strategies

January 2016:
Present year-over-year progress and new proposals to SFMTA/ SFCTA Boards

Spring 2016:
Adopt Equity Strategy to inform SFMTA two-year budget

**Summer/
Fall 2016:**
Continue Outreach and monitor performance against baseline

Winter 2017:
Report progress to SFMTA/ SFCTA Boards

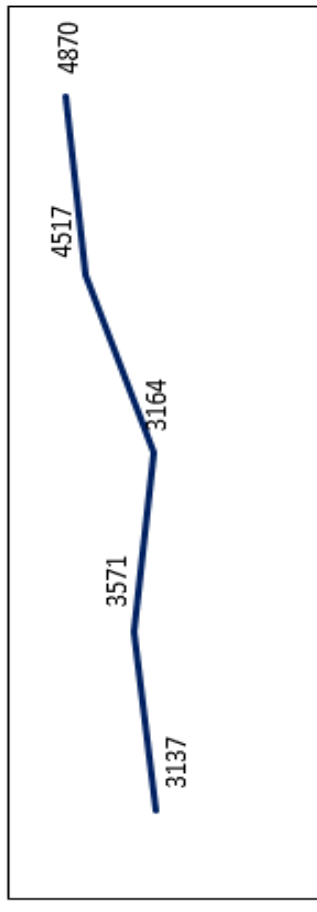
Equity Strategy Principles

- **Create transparency about service conditions** by establishing a 2014 baseline and then reporting annually on changes in conditions
- **Evaluate service at all times of day**, to highlight the importance of providing high quality service to accommodate a diversity of jobs and other trip patterns
- **Distill large datasets** down to 2-3 Key Needs; ground-truth key needs through collaborative outreach process
- Pursue Citywide and neighborhood-specific recommendations that are **deliverable in a 1-2 year timeline and will lead to measurable improvements** on routes in the focus neighborhoods, as well as routes that are heavily used by seniors and people with disabilities

Service Improved Citywide and in the focus neighborhoods between 2014 and 2015

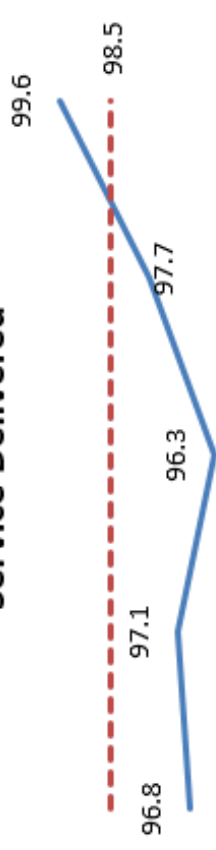
- On time performance increased 7% in the past 12 months
- In-service vehicle breakdowns reduced by 10%

Annual Average LRV MDBF



FY12 Average FY13 Average FY14 Average FY15 Average FY16 Average

Annual Average Percent of Scheduled Service Delivered



FY12 Average FY13 Average FY14 Average FY15 Average FY16 Average

Other Citywide Findings

- Lines whose routes include traveling on highways are vulnerable to high rates of variability in travel times
- Use of Muni lines by seniors and people with disabilities is distributed throughout the entire system
- Construction is impacting Muni's performance, sometimes muting

Transit Patterns by Seniors & People with Disabilities

Senior Clipper Card Tags



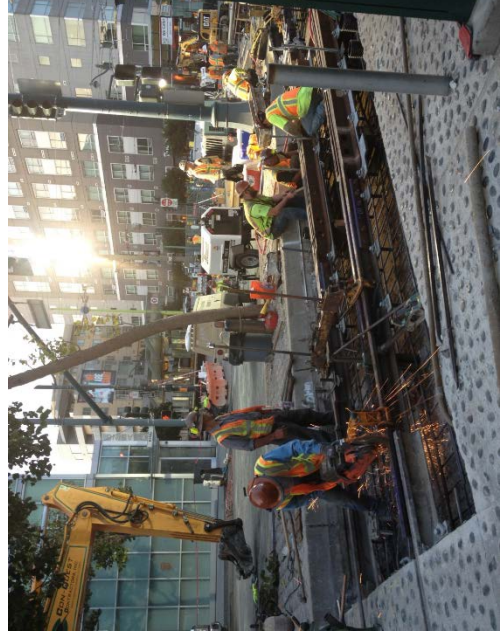
RTC Clipper Card Tags by People with Disabilities



Actions Taken to Drive Up On-Time

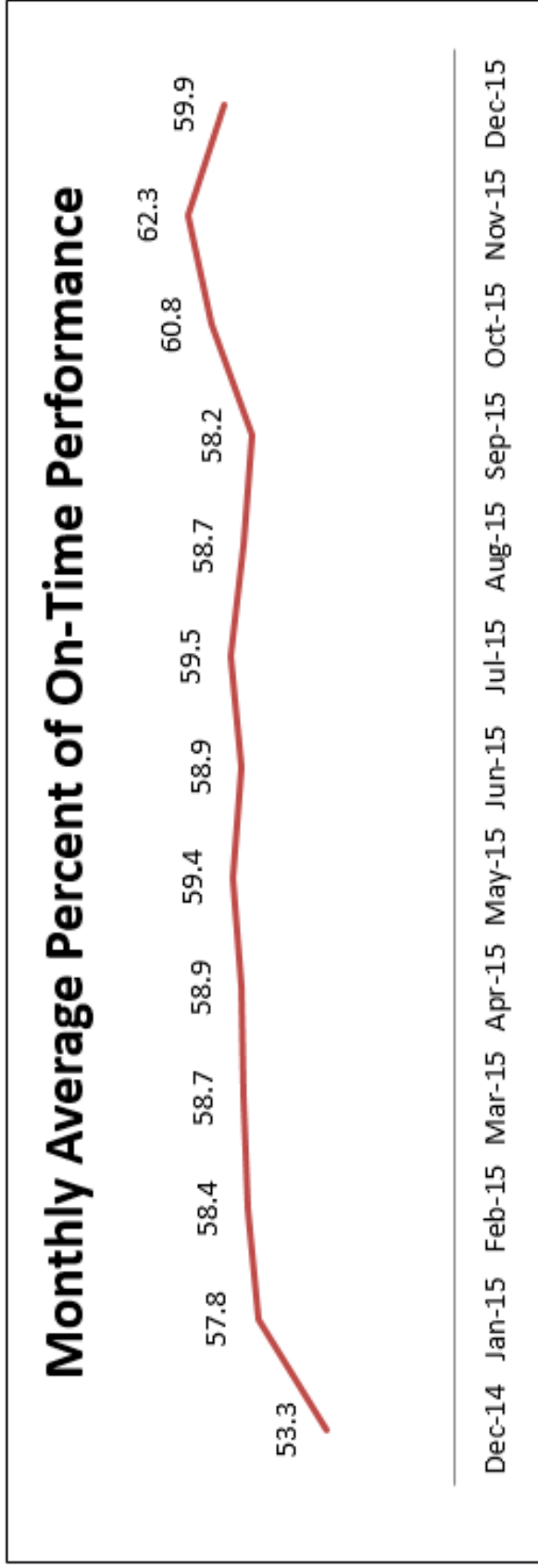
- New vehicles & Maintenance Investments – 140 new vehicles in service and more on the way; investments in better maintenance paying off
- Operator Availability – We have enough operators! Exceeding Proposition E goal and delivery is near 100%
- Muni Forward Service – 10% service increase, benefitting hundreds of thousands of customers
- Schedule Updates – In the cycle of constantly reviewing and refining schedules on a 3-4 month basis now
- First new LRV arrives in October!

- Establishing Transportation Management Center
- Implementing Signal Standardization
- Upgrading Power Distribution Network
- Advancing Automatic Train Control System Projects
- Establishing Transit Signal Priority and Transit-Only Lanes



On Time Performance Improvements

Our On-Time Performance (OTP) has improved 7% in the past 12 months and is at least at a 3 year high!



All Muni vehicles are tracked in real-time 24 hours a day

Goal of 65-68% OTP by the end of 2016

We aim to achieve this with the following actions:

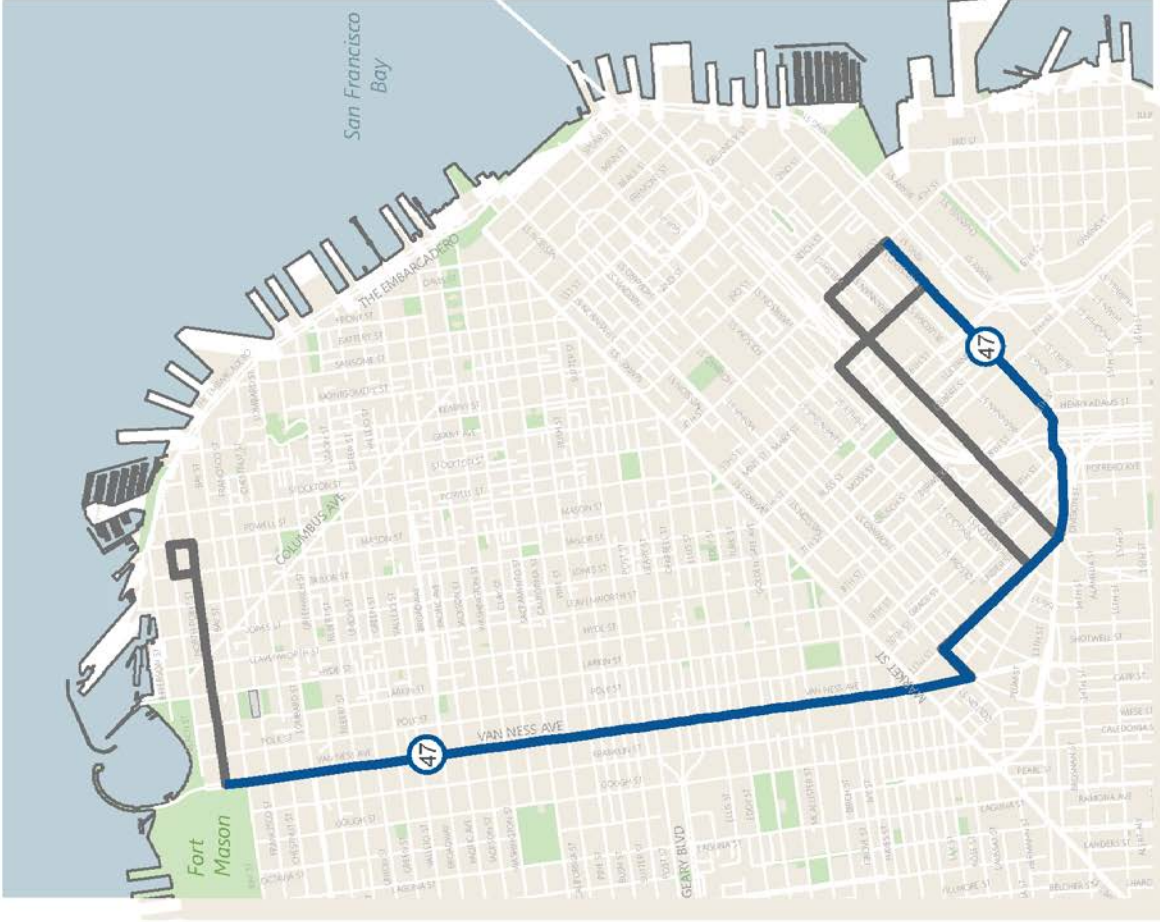
- Continue to improve maintenance and reduce vehicle delays on the street
- Better and faster deployment of supervision resources through opening and coordination of TMC
- Operator training program and technology improvements for operators (e.g., with the new radio, Operators will have a screen telling them how on time they are)
- Better traffic management through dedicated PCOs and better coordination through TMC

Neighborhood Findings

- Routes identified for each neighborhood
- Performance evaluated at all times of day for each neighborhood's routes (OTP, service gaps, travel time, crowding)
- 2-3 Key Needs identified
- Many Key Needs already being addressed by systemwide investments and/or service improvements already underway
- New recommendations identified where needed for the FY17, FY18 budget

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
<p>Improve service reliability on the 19 Polk, 27 Bryant, 31 Balboa, and 47 Van Ness</p>	<ul style="list-style-type: none"> ▪ <i>Permanent reroute for 27 to avoid SoMa freeway, Apr 2015</i> ▪ <i>Schedule adjustment for 27 implemented, Apr 2015</i> ▪ Bus bulbs and signal priority added to Polk Street complete streets project 	<ul style="list-style-type: none"> ▪ Adjust schedule for the 19 Polk (to address congestion variability through Tenderloin) ▪ Shorten 19 Polk at SFGH proposed to reduce crowding and improve OTP, part of proposed 19/48 reroute (outreach planned Winter 2016) ▪ Add bus bulbs on 31 Balboa in Tenderloin as part of DPW curb ramp project ▪ Rebuild 47 schedule and run on Townsend instead of Harrison and Bryant ▪ Implement travel time and reliability toolkit north of Market Street where 27 Bryant travel time is slowest
<p>Reduce crowding on 38R Geary Rapid in the PM peak</p>	<ul style="list-style-type: none"> ▪ <i>Service increase for 38R, Apr 2015</i> ▪ <i>Transit signal priority added to the 38 Geary</i> 	<ul style="list-style-type: none"> ▪ Reinvest travel time savings from Phase 1 of Geary BRT into increased peak period service

47 Van Ness



Feature Summary



Frequent Local

- Recommended Route
- Segment Proposed for Elimination

Route: 47

Pattern Type: Full Length (F)

Hour of Departure: (Multiple values)

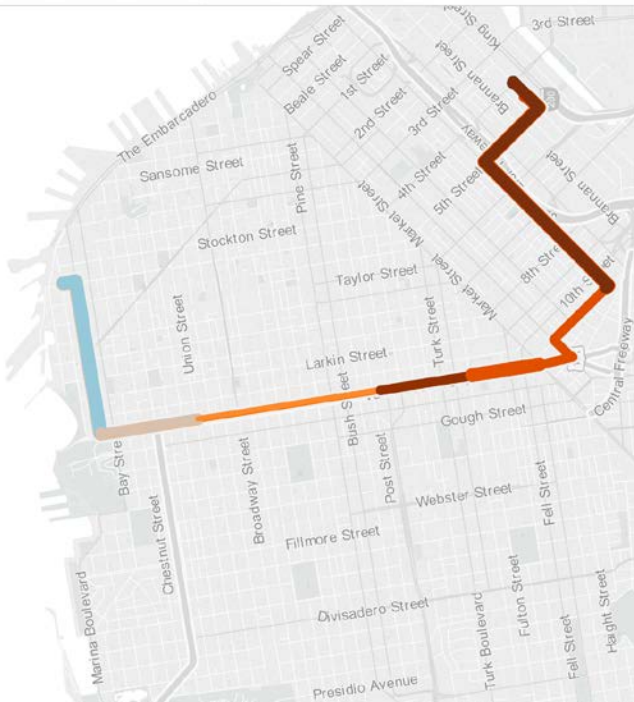
Service Type: Weekday

Direction: Inbound

Date: 4/23/2015

Days Excluded: (None)

Speed (mi/hr): 4.6 to 8.4



Travel Speed Map

Route: 47

Pattern Type: Full Length (F)

Hour of Departure: (Multiple values)

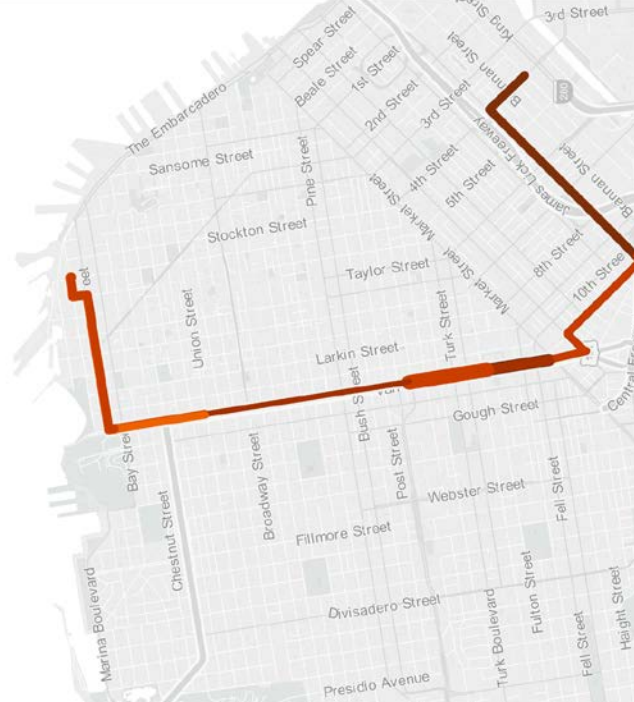
Service Type: Weekday

Direction: Outbound

Date: 6/26/2015

Days Excluded: (None)

Speed (mi/hr): 5.2 to 8.0



Travel Speed Map

Equity-Related Capital Investments in CIP

- Bus Fleet Replacement
- LRV Vehicle Expansion
- Central Subway
- Muni Forward Projects:
 - San Bruno, Geneva avenues (8)
 - Potrero Avenue, Bayshore, 11th Street (9/9R)
 - 16th Street (22)
 - Stockton, North Point (8, 30, 45)
 - Mission St (14/14R, 49)
- Citywide Transit Signal Priority
- Geary BRT Phase 1 (Arguello to Downtown)

FY17-18 NEW CAPITAL RECOMMENDATIONS

Key Need	Neighborhood/ Target	Line	Recommendation for FY 17-18
Improve service reliability on 31 Balboa	Citywide Accessibility, Tenderloin/SOMA	31	Add bus bulbs on 31 Balboa in Tenderloin as part of DPW curb ramp project
Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend	Tenderloin/SOMA	27	Implement travel time and reliability toolkit north of Market St where travel time is slowest along 27 route
Improve reliability for 27 Bryant	Inner Mission	27	Implement travel time and reliability toolkit north of Market Street and on 5th Street where travel time is slowest along 27 route
Faster transit times to key destinations, such as SFGH and City College	Western Addition	9/9R and 22	Add transit signal priority on Fillmore St.
Improve service reliability in the outbound direction for the 14 Mission, 14X, and 49 Van Ness-Mission	Excelsior/Outer Mission	14X	Longer-term SFMTA is partnering with MTC and SFCTA to evaluate freeway managed lanes project (14X)
Improve service reliability on 8 Bayshore	Citywide Accessibility, Chinatown, Visitacion Valley	8, 8AX, 8BX	Create transit/pedestrian street on lower Stockton
Improve service reliability on 8 Bayshore	Citywide Accessibility, Chinatown, Visitacion Valley	8, 8AX, 8BX	Develop capital project to improve transit and walking conditions on Kearny

FY17-18 Equity Strategy Preliminary Service Recommendations

- Service recommendations designed to address key needs in Equity Strategy neighborhoods and for Citywide accessibility
- Service recommendations consistent with the remaining Muni Forward proposals and are a combination of route changes, running time adjustments & frequency increases
- Service increases and route extensions could be implemented through increased service or shifting service from under-utilized routes

FY17-18 NEW SERVICE RECOMMENDATIONS

Key Need	Neighborhood/Target	Line	Recommendation for FY 17-18
Address schedule delays that are impacting reliability on the 23 Monterey toward Bayview	Bayview	23	Run on Industrial and Palou instead of deviating to Produce Market; reinvest travel time to improve on-time performance
Improve service reliability and reduce crowding on the 29 Sunset	Bayview, Excelsior/Outer Mission	29	Increase peak period service in FY17 on the 29 Sunset
Improve reliability for 12 Folsom Pacific	Inner Mission	12	Implement Rincon Hill Recommendations to reroute the 12 Folsom
Improve reliability for 12 Folsom Pacific	Inner Mission	12	Vet a more direct route to 24th Street BART Station
Improve Reliability on KT from Downtown toward Bayview	Bayview	KT	Redesign rail schedule, including running time adjustments
Improve service reliability on 8 Bayshore	Citywide Accessibility, Chinatown, Visitacion Valley	8, 8AX, 8BX	Begin increased use of non-freeway route in AM Peak after Potrero construction is completed
Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend	Tenderloin/SOMA	19, 27, 47	Schedule adjustments for 19 Polk (to address congestion variability through Tenderloin)
Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend	Tenderloin/SOMA	19, 27, 47	Rebuild 47 schedule and run on Townsend instead of Harrison and Bryant
Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend	Tenderloin/SOMA	19, 27, 47	Shorten 19 Polk at SFGH to reduce crowding & improve OTP, part of proposed 19/48 reroute
Improve service reliability on the 7R Haight-Noriega and 5 Fulton local in PM peak period	Western Addition	7R and 5	All day rapid service and service increases recommended for 7R Haight-Noriega in 2017
Address crowding on 8AX	Visitacion Valley	8AX	Increase peak period service in FY17 on the 8AX Bayshore Express
Reduce crowding on 38R Geary Rapid in the PM peak	Tenderloin/SOMA	38R	Reinvest travel time savings from Phase 1 of Geary BRT into increased peak period service
Improve service reliability on the 7R Haight-Noriega and 5 Fulton local in PM peak period	Western Addition	7R and 5	All day rapid service and service increases recommended for 7R Haight-Noriega in 2017

Questions/Discussion?



Appendix 1: Muni Service Equity Policy

Appendix 2: Findings and Recommendations for Each Neighborhood, plus Citywide Accessibility

TRANSIT LINES

150

Citywide Accessibility	Bayview	Chinatown	Excelsior/ Outer Mission	Inner Mission	Tenderloin/SOMA	Visitation Valley	Western Addition
8 Bayshore	19 Polk	1 California	8/8AX/8BX Bayshore Express	9 San Bruno	12 Folsom	8/8AX/8BX Bayshore Express	5 Fulton
9 San Bruno	23 Monterrey	8/8AX/8BX Bayshore	14 Mission	12 Folsom	14 Mission	9 San Bruno	5R Fulton Rapid
9R San Bruno	29 Sunset	10 Townsend	14R Mission Rapid	14 Mission	19 Polk	9R San Bruno	6 Parnassus
14 Mission	24 Divisadero	12 Folsom	14X Mission Express	14R Mission Rapid	27 Bryant	56 Rutland	7 Haight/Noriega
14R Mission Rapid	44 O'Shaughnessy	30 Stockton	29 Sunset	22 Fillmore	31 Balboa	T-Third	21 Hayes
30 Stockton	54 Felton	45 Union/Stockton	43 Masonic	27 Bryant	38 Geary	90 Owl	22 Fillmore
31 Balboa	T-Third	91 Owl	49 Mission/Van Ness	33 Stanyan	38R Geary	91 Owl	24 Divisadero
38 Geary	91 Owl		52 Excelsior	48 Quintara	49 Van Ness Mission		31 Balboa
38R Geary Rapid			91 Owl	49 Mission/Van Ness	47 Van Ness		
49 Mission/Van Ness				55 Mission Bay			

BAYVIEW

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
Improve service reliability on the K-T line from Downtown towards The Bayview	<ul style="list-style-type: none">▪ <i>AM/PM peak service increases for T line, Fall 2015</i>▪ St. Francis Circle signal reliability improvements▪ Improve signal priority and transit safety on 3rd Street	<ul style="list-style-type: none">▪ Redesign weekday rail schedule, with running time adjustments▪ Address train congestion at West Portal through train signal and traffic management investments
Address schedule delays that are impacting reliability on the 23 Monterey toward Bayview	<ul style="list-style-type: none">▪ <i>Minor schedule adjustment, Apr 2015</i>▪ St. Francis Circle signal reliability improvements	<ul style="list-style-type: none">▪ Run on Industrial and Palou instead of deviating to Produce Market; reinvest travel time to improve on-time performance
Improve service reliability and reduce crowding on the 29 Sunset	<ul style="list-style-type: none">▪ <i>AM service added, Jan 2015</i>▪ <i>Midday service increases, Apr 2015</i>	<ul style="list-style-type: none">▪ Increase peak period service in FY17 on the 29 Sunset

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
<p>Reduce crowding on Routes 1, 30, and 45</p>	<ul style="list-style-type: none"> ▪ Assign 60 ft buses to 30 Stockton short line between Van Ness/North Point and Caltrain, Apr 2016 ▪ Add more peak service on the 1 California peak periods, Apr 2016 ▪ Construct Muni Forward project on Stockton and Columbus 	<ul style="list-style-type: none"> ▪ Assign 60ft buses to 30 Stockton long line between Marina and Caltrain
<p>Improve service reliability on 8 Bayshore</p>	<ul style="list-style-type: none"> ▪ <i>Increased service and adjusted schedule on 8/8AX/8BX, Apr 2015</i> ▪ <i>Signal priority along 8 Bayshore corridor, Fall 2013</i> 	<ul style="list-style-type: none"> ▪ Begin increased use of non-freeway route in AM Peak after Potrero construction is completed ▪ Develop capital project to improve transit and walking conditions on Kearny ▪ Create transit/pedestrian street on lower Stockton ▪ Longer-term SFMTA is partnering with MTC and SFCTA on freeway managed lanes project

EXCELSIOR/OUTER MISSION

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
<p>Improve service reliability in the outbound direction for the 14 Mission, 14X, and 49 Van Ness-Mission (14R OTP is strong)</p>	<ul style="list-style-type: none">▪ <i>Oldest vehicles retired, Jan 2015</i>▪ Phase out 40ft trolley buses on Mission Street as new 60ft trolley buses arrive▪ Construct 14 Mission Muni Forward Project for Inner and Outer Mission Corridor; Inner Mission project completion expected Apr 2016	<ul style="list-style-type: none">▪ Pending the effectiveness of improvements underway and completed, no additional recommendations▪ Longer-term SFMTA is partnering with MTC and SFCTA on freeway managed lanes project (14X)
<p>Improve service reliability and reduce crowding on the 29 Sunset</p>	<ul style="list-style-type: none">▪ <i>AM trippers added, Jan 2015</i>▪ <i>Midday service increases, Apr 2015</i>	<ul style="list-style-type: none">▪ Increase peak period service in FY17 on the 29 Sunset

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
<p>Improve reliability of 9/9R San Bruno</p>	<ul style="list-style-type: none"> ▪ <i>9/9R San Bruno restructuring and service increase, Fall 2015</i> ▪ Construct Muni Forward project on Potrero (underway), 11th St and Bayshore 	<ul style="list-style-type: none"> ▪ Pending the effectiveness of improvements underway and completed, no additional recommendations
<p>Improve reliability for 27 Bryant</p>	<ul style="list-style-type: none"> ▪ <i>Permanent reroute for 27 to avoid SoMa freeway, Apr 2015</i> ▪ <i>Schedule adjustment for 27 implemented, Apr 2015</i> 	<ul style="list-style-type: none"> ▪ Implement travel time and reliability toolkit north of Market Street where 27 Bryant travel time is slowest
<p>Improve reliability for 12 Folsom Pacific</p>	<ul style="list-style-type: none"> ▪ <i>Folsom Pedestrian and Transit Improvements (Inner Mission)</i> ▪ Signal Priority on 2nd St. and Sansome ▪ Extend Sansome contraflow lane to Broadway 	<ul style="list-style-type: none"> ▪ Implement Rincon Hill Recommendations to reroute the 12 Folsom ▪ Vet a more direct route to 24th Street BART Station

TENDERLOIN / SOMA

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
<p>Improve service reliability on the 19 Polk, 27 Bryant, 31 Balboa, and 47 Van Ness</p>	<ul style="list-style-type: none"> ▪ <i>Permanent reroute for 27 to avoid SoMa freeway, Apr 2015</i> ▪ <i>Schedule adjustment for 27 implemented, Apr 2015</i> ▪ Bus bulbs and signal priority added to Polk Street complete streets project 	<ul style="list-style-type: none"> ▪ Adjust schedule for the 19 Polk (to address congestion variability through Tenderloin) ▪ Shorten 19 Polk at SFGH proposed to reduce crowding and improve OTP, part of proposed 19/48 reroute (outreach planned Winter 2016) ▪ Add bus bulbs on 31 Balboa in Tenderloin as part of DPW curb ramp project ▪ Rebuild 47 schedule and run on Townsend instead of Harrison and Bryant ▪ Implement travel time and reliability toolkit north of Market Street where 27 Bryant travel time is slowest
<p>Reduce crowding on 38R Geary Rapid in the PM peak</p>	<ul style="list-style-type: none"> ▪ <i>Service increase for 38R, Apr 2015</i> ▪ <i>Transit signal priority added to the 38 Geary</i> 	<ul style="list-style-type: none"> ▪ Reinvest travel time savings from Phase 1 of Geary BRT into increased peak period service

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
<p>Improve service reliability on the 7R Haight-Noriega and 5 Fulton local in PM peak period</p>	<ul style="list-style-type: none"> ▪ 5R Fulton Rapid implementation ▪ Red carpet lane on Haight from Buchanan to Market, Oct 2014 ▪ Schedule adjustment on 7/7R Haight-Noriega, Sept 2015 ▪ 7 Haight-Noriega Muni Forward Project on Haight St. (under construction) 	<ul style="list-style-type: none"> ▪ All day rapid service and service increases recommended for 7R Haight-Noriega in 2017 ▪ Gap management for 7R Outbound ▪ Implement 5 Fulton Muni Forward Project on McAllister, Central, Fulton
<p>Faster transit times to key destinations, such as SFGH and City College</p>	<ul style="list-style-type: none"> ▪ 9/9R San Bruno restructuring and service increase, Fall 2015 ▪ 22 Fillmore service increase, Fall 2015 ▪ Implement 9R San Bruno and 22 Fillmore Muni Forward Project on 16th and Potrero streets, including dedicated transit lanes 	<ul style="list-style-type: none"> ▪ Add transit signal priority on Fillmore Street

VISITACION VALLEY

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
Improve reliability on the 8 Bayshore routes, and reduce crowding on 8AX inbound	<ul style="list-style-type: none">▪ <i>Increased service and adjusted schedule on 8/8AX/8BX, Apr 2015</i>▪ <i>Signal priority along 8 Bayshore corridor, Fall 2013</i>	<ul style="list-style-type: none">▪ Begin increased use of non-freeway route in AM Peak after Potrero construction is completed▪ Develop capital project to improve transit and walking conditions on Kearny▪ Increase service again on the 8AX Bayshore Express
Improve service reliability on 9/9R San Bruno Rapid	<ul style="list-style-type: none">▪ <i>9/9R San Bruno restructuring and service increase, Fall 2015</i>▪ Construct Muni Forward project on Potrero (underway), 11th St, Bayshore▪ Construct Muni Forward transit and pedestrian project on San Bruno (outreach underway)	<ul style="list-style-type: none">▪ Pending the effectiveness of improvements underway and completed, no additional recommendations

CITY WIDE ACCESSIBILITY

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
Improve reliability of 31 Balboa Outbound	<ul style="list-style-type: none">▪ Service increase and schedule adjustment on 31 Balboa during PM Peak, Apr 2016	<ul style="list-style-type: none">▪ Add bus bulbs on 31 Balboa in Tenderloin as part of DPW curb ramp project
Improve service reliability on 9/9R San Bruno Rapid	<ul style="list-style-type: none">▪ <i>9/9R San Bruno restructuring and service increase, Fall 2015</i>▪ Construct Muni Forward project on Potrero (underway), 11th St, and Bayshore▪ Construct Muni Forward transit and pedestrian project on San Bruno (outreach underway)	<ul style="list-style-type: none">▪ Pending the effectiveness of improvements underway and completed, no additional recommendations

CITY WIDE ACCESSIBILITY

Key Need	Improvements Underway or Completed	Preliminary FY17-18 Recommendations
<p>Improve reliability and increase capacity on 14 and 14R to address pass-ups and lack of priority seating</p>	<ul style="list-style-type: none"> ▪ <i>Oldest vehicles retired, Jan 2015</i> ▪ Phase out 40ft trolley buses on Mission Street as new 60ft trolley buses arrive ▪ Construct 14 Mission Muni Forward Project for Inner and Outer Mission Corridor; Inner Mission project completion expected Apr 2016 	<ul style="list-style-type: none"> ▪ Pending the effectiveness of improvements underway and completed, no additional recommendations
<p>Improve reliability and capacity on 38 and 38R to address pass-ups and lack of priority seating</p>	<ul style="list-style-type: none"> ▪ <i>Service increase for 38R, Apr 2015</i> ▪ <i>Transit signal priority added to the 38 Geary</i> 	<ul style="list-style-type: none"> ▪ Reinvest travel time savings from Phase 1 of Geary BRT into increased peak period service