San Francisco County Transportation Authority

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AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

Date: Tuesday, February 27, 2018; 10:00 a.m.

Location: Legislative Chamber, Room 250, City Hall

Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Fewer, Kim, Ronen, Safai, Sheehy, Stefani and Yee

Clerk: Alberto Quintanilla

Page

1. Roll Call

2. Chair's Report **– INFORMATION**

3. Executive Director's Report **– INFORMATION**

Consent Agenda

4. Approve the Minutes of the February 13, 2018 Meeting **– ACTION*** **3**

5. **[Final Approval]** Appoint Peter Tannen to the Citizens Advisory Committee **– ACTION*** **9**

6. **[Final Approval]** Allocation of $5,806,422 in Prop K Funds for Five Requests, with Conditions **– ACTION*** **17**

Projects: (SFMTA) Replace 30 30-foot Hybrid Diesel Motor Coaches ($356,422); Special Track and Track Support System Replacement ($4,480,000); Lower Great Highway Pedestrian Improvements [NTIP Capital] ($250,000); (SFPW) Alemany Interchange Improvements Phase 2 [NTIP Capital] ($400,000); Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements ($320,000)

7. **[Final Approval]** Approve the 2018 Transportation Fund for Clean Air Program Local Expenditure Criteria **– ACTION*** **27**

8. **[Final Approval]** Adopt Positions on State Legislation **– ACTION*** **77**

Support: Senate Bill (SB) 760 (Wiener)

Oppose: Assembly Bill (AB) 1756 (Brough)

End of Consent Agenda

9.	Update on the Quint Street – Jerrold Avenue Connector Road Project **– INFORMATION***	**83**
10.	Update on the ConnectSF Vision Document **– INFORMATION***	**87**

Other Items

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

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

12. Public Comment

13. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 13, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:11 a.m.

Present at Roll Call: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Stefani and Tang (9)

Absent at Roll Call: Commissioners Yee (entered during Item 3) and Safai (entered during item 5 (2)

2. Citizens Advisory Committee Report – INFORMATION

John Larson, newly elected Chair of the Citizens Advisory Committee (CAC), reported that on item 5, allocation of Prop K funds, the CAC recommended approval but brought forth concerns about the lack of bike and pedestrian path lighting provided on the Hairball. He said on item 6, approval of the 2018 Transportation Fund for Clean Air (TFCA) program, the CAC appreciated the inclusion of CO2 reduction effects for proposals even though the TFCA program does not require it.

He said the CAC expressed concern over the Quint-Jerrold Connector Road project and the city's failure to announce the loss of the Union Pacific railroad right of way land in a timely fashion. He said the CAC believed that the buyer of the land, TransMetro, was not acting as a good civic partner and was possibly taking advantage of an opportunity to receive a better situated parcel from the city. He said the CAC stated that if the Quint-Jerrold Connector Road project were not in the Bayview neighborhood, the purchase would have received more attention and action, and proposed that the Board of Supervisors research the possible use of eminent domain. The CAC requested regular updates on the project.

Mr. Larson reported that the CAC received a presentation on Transportation Network Companies (TNCs) and reiterated Chair Peskin's concern that the California Public Utilities Commission was not sharing public information on fees collected from TNCs.

During public comment, Chris Waddling, District 10 CAC representative, thanked the Board and his fellow CAC representatives for his four years as CAC chair. Mr. Waddling stated that the Quint-Jerrold Connector Road project was the reason he applied to be on the CAC and that it was a vital connector from the Bayview to other parts of the city. He said that the current closure of the road and future construction on Jerrold Avenue and Evans Avenue would remove access for people in the Bayview community. He said he looked forward to hearing an update from Transportation Authority staff at an upcoming Board meeting. He raised concerns about whether the project would ever be done and if it will, he requested that the Board ask why the project was going to be double the original cost.

Peter Tannen, District 8 CAC representative, stated that he did not remember too many issues that had generated so much discussion and concern by the CAC as the Quint-Jerrold Connector Road project. He encouraged the Board to take the comments seriously.

Alex Lansberg commented that the city's infrastructure decisions had left the Bayview isolated from the rest of the city and that the failure to move along the Quint-Jerrold Connector Road project was a recurring pattern that was negatively affecting Bayview residents.

Chair Peskin stated that the Board had been having conversations with Transportation Authority staff, regarding the Quint-Jerrold Connector Road project, and that the public would see some progress soon.

Consent Agenda

3. Approve the Minutes of the January 23, 2018 Meeting – ACTION

There was no public comment.

Commissioner Ronen moved to approve the Consent Agenda, seconded by Commissioner Sheehy.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Safai (1)

End of Consent Agenda

4. Appoint One Member to the Citizens Advisory Committee – ACTION

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Peter Tannen spoke to his interests and qualifications in being reappointed to the CAC.

There was no public comment.

Commissioner Sheehy moved to reappoint Peter Tannen to the CAC, seconded by Commissioner Ronen.

The motion to reappoint Peter Tannen was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Safai (1)

5. Allocation of $5,806,422 in Prop K Funds for Five Requests, with Conditions – ACTION

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee asked if notices had gone out to the community about delays to the Twin Peaks tunnel project. He said that the Twin Peaks tunnel was celebrating its 100th year anniversary and the District 7 office, District 7 merchants, and the San Francisco Municipal Transportation Authority (SFMTA) were working together to put on a community event. He also asked what was causing the delay itself.

Anna LaForte, Deputy Director for Policy and Programming, replied that the SFMTA had recently rebid the contract and had awarded a new contract that allowed for construction to begin soon.

Dillion Auyoung, Local Government Affairs Manager at the SFMTA, said that the SFMTA project manager was not in attendance, but that he would follow up and provide an update on the current delay to the Twin Peaks tunnel project.

Commissioner Yee requested that the community be notified of the delay.

Commissioner Ronen asked what went into San Francisco Public Works' (SFPW's) analysis when determining lighting adequacy at the Hairball path and mentioned that she had received reports from community members who did not feel safe walking or biking through the area at night.

David Froehlich, Project Manager at SFPW, commented that the Cesar Chavez Community Design Plan East identified 15 segments within the Hairball. He said SFPW evaluated the lighting through all 15 segments and determined that in Segments F and G, the lighting was adequate, however, there were some areas that could be upgraded. He said the next step was to do additional lighting analysis, including photometric calculations of the lighting levels throughout the entire Hairball. He said that the analysis and lighting improvements were expected to cost $1.5 million for the entire Hairball area. He said that for segments F and G, SFPW had determined not to implement any lighting improvements and to focus on the path improvements.

Commissioner Ronen said that she was not satisfied with the lighting determination and requested a walk through with SFPW staff during night time hours.

Mr. Froehlich said that he would coordinate a walk through.

Commissioner Tang requested the timeline for track replacements on Taraval and Judah streets

Roger Nguyen, Project Manager at the SFMTA, said that the intersections listed in the funding request could be changed to other priorities, but the SFMTA's plan was to start once funding was received. He said the SFMTA could provide a schedule, but that it would be high level.

Commissioner Tang asked for an update to properly notify residents in the areas that might be impacted.

Mr. Nguyen said that notifying the public was part of the SFMTA's outreach plan, as well as minimizing construction hours.

Commissioner Yee also requested to be notified when tracks were replaced and noted that the project might cause delays for his constituents.

During public comment Alex Lansberg, member of the San Francisco electrical construction industry, commented that the SFMTA did not have the capacity to evaluate electric bus proposals and had submitted grant proposals to various grant making bodies to study how electric buses would work within the city. He recommended that the city move forward with a pilot program first before procuring all electric buses, even if it requires using local funds. He said that the procurement of 30 foot buses under consideration would occur too soon to benefit from knowledge gained through a potential pilot, but that there was a large procurement anticipated in the mid-2020s to replace diesel hybrid buses and SFMTA would not be prepared to consider electric buses for that procurement without conducting a pilot project very soon..

Chris Waddling asked if the District 9 and 10 CAC members could take part in the Hairball walk through and said he was glad to see storm water management on the Alemany project. He requested that a bike counter be considered on segments F and G of the Hairball project, provided that there is one that is relatively tamper-proof, to get a sense of how many people use the bike path.

Kristen Leckie, Community Organizer at the San Francisco Bicycle Coalition, commented in support of the Hairball and Alemany funding requests. She said that eastbound Cesar Chavez was an important entrance to the bike path that ran under the US 101 and connected bicyclists from the Mission, and other northern neighborhoods, to the Southeast of San Francisco. She said that the multi-use path that connects Cesar Chavez Street to the rest of the bike paths was extremely narrow and dipped at a grade that created dangerous conditions, but that the proposed Prop K allocation would make it safer for riders. She thanked Commissioner Ronen for her support of the projects and reiterated the need for more lighting in the Hairball. She said she looked forward to Phase 2 of the Alemany maze project that would provide safety for people crossing to and from the Alemany farmers market.

Commissioner Fewer moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

6. Approve the 2018 Transportation Fund for Clean Air Program Local Expenditure Criteria – ACTION

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee asked for examples of projects funded in previous years and what type of outreach was being done for the current year.

Mr. Quintanilla stated that previous projects included the clean fuel taxicab incentive program, supporting the transit pass initiative at San Francisco State University, the installation of bicycle parking and the Emergency Ride Home program. He said that for the current year the Transportation Authority had reached out to current project sponsors through the Transportation Authority's technical working group and to agencies that receive funds from other grant programs like Prop AA or Prop K.

Commissioner Yee asked who benefitted from the clean taxi cab voucher project.

Mr. Quintanilla said that the project provides a rebate to taxi cab owners who purchase clean fuel or hybrid taxi cabs.

There was no public comment.

Commissioner Ronen moved to approve the item, seconded by Commissioner Tang.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

7. Adopt Positions on State Legislation – ACTION

Mark Watts, State Legislative Advocate, and Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item.

Commissioner Cohen noted that on item 7 of the agenda, Senator Wiener's name was misspelled.

Commissioner Yee commented that he was disappointed that Assembly Bill (AB) 342 which would allow automated speed enforcement, had not passed the senate floor and asked that the SFMTA work to revive the bill. He said that the cities of San Francisco and San Jose had conducted

research that demonstrated that the automated speed enforcement mechanism worked and was effective in reducing vehicle speeds and collisions.

Mr. Auyoung said that SFMTA's Government Affairs Director, Kate Breen, was working with San Francisco's state legislative delegation to look at next steps. He said the SFMTA would continue to work with stakeholders and the Board to support adoption of automated speed enforcement.

Commissioner Yee asked that the SFMTA keep the Board updated, expressed his willingness to help secure authorization for automated speed enforcement, and asked Board members to back his efforts to revive AB 342.

Mr. Auyoung responded in the affirmative.

There was no public comment.

Commissioner Safai moved to approve the item, seconded by Commissioner Kim

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

8. Internal Accounting and Investment Report for the Six Months Ending December 31, 2017 – INFORMATION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per staff memorandum.

There was no public comment.

Other Items

9. Introduction of New Items – INFORMATION

Chair Peskin requested that Transportation Authority staff provide the Board a construction traffic coordination update in March.

10. Public Comment

There was no public comment.

11. Adjournment

The meeting was adjourned at 11:00 a.m.

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BD022718 **RESOLUTION NO. 18-34**

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 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one open seat on the CAC resulting from a member's term expiration; and

WHEREAS, At its February 13, 2018 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended reappointing Peter Tannen to serve on the CAC for a period of two years, with final approval to be considered at the February 27, 2018 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints one member 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.

Agenda Item 5

San Francisco County Transportation Authority

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Memorandum

Date: January 30, 2018

To: Transportation Authority Board

From: Maria Lombardo – Chief Deputy Director

Subject: 02/13/18 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Neither staff nor CAC members make recommendations regarding CAC appointments.	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
There is one open seat on the CAC requiring Board action. The opening is the result of the term expiration of Peter Tannen (District 8 resident), who is seeking reappointment. There are currently 45 applicants, in addition to Mr. Tannen, to consider for the existing open seats.	☐ Plan/Study
	☐ Capital Project Oversight/Delivery
	☐ Budget/Finance
	☐ Contract/Agreement
	☒ Other:
	CAC Appointment

DISCUSSION

Background.

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

Procedures.

The selection of each member is approved at-large by the Board, however traditionally the Commissioner of the supervisorial district with an open seat has recommended the candidate for appointment. Per Section 5.2(a) of the Administrative Code, the CAC:

> "…shall include representatives from various segments of the community, such as 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. Applicants are asked to provide residential location and areas of interest but 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. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, 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.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Matrix of CAC Members
Attachment 2 – Matrix of CAC Applicants
Enclosure 1 – CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE [1]

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Shannon Wells-Mongiovi	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 19
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 19
Hala Hijazi	F	NP	2	Marina	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	Sep 17	Sep 19
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 19
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19

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 1.30.18)

APPLICANTS

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1	Max Barnes*	M	NH	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
2	Tom Barton*	M	NH	1	Richmond	Senior Citizen
3	Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
4	Asher Butnik*	NP	NP	1	Richmond	Environment, Neighborhood
5	Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
6	Natalie Chyba*	F	C	5	Bernal Heights	NP
7	Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
8	Will Conkling*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
9	Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10	Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
11	William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
12	Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
13	Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
14	KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
15	Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
16	Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17	Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen
18	Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
19	Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy,
20	John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
21	Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
22	Stephen Kubick*	M	C	10	Potrero Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
23	Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
24	John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
25	Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
26	Gail Mallimson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
27	Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
28	Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
29	Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	NP
30	Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
31	Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
32	Bozhena Palatnik*	F	NP	1	Outer Richmond	Neighborhood
33	Alexander Post*	NP	NP	2	Presidio/ Laurel Heights	NP
34	Jacqualine Sachs	F	C	2	Western Addition	Disabled, Neighborhood

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35	Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
36	Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
37	Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
38	Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
39	Peter Tannen	M	C	8	Inner Mission	Environment, Neighborhood, Public Policy, Senior Citizen
40	Bradley Tanzman*	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
41	Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
42	Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
43	Anne Widera*	F	NP	10	Potrero Hill	Business
44	Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
45	Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
46	Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

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 Board.

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RESOLUTION ALLOCATING $5,806,422 IN PROP K SALES TAX FUNDS FOR FIVE REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received five requests for a total of $5,806,422 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Vehicle-Muni, Guideways-Muni, Pedestrian Circulation/ Safety, and Bicycle Circulation/ Safety; 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 each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, One of the five requests is consistent with the 5YPP for its Prop K category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Replace 30 30-foot Hybrid Diesel Motor Coaches and Track Replacement and Upgrade, and San Francisco Public Work's (SFPW's) requests for Alemany Interchange Improvement Phase 2 [NTIP Capital] and Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital] require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of $5,806,422 in Prop K funds, with conditions, for five 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 2017/18 budget to cover the proposed actions; and

WHEREAS, At its January 24, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Vehicle-Muni, Guideways-Muni, Pedestrian Circulation/Safety, and Bicycle Circulation/Safety 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates $5,806,422 in Prop K sales tax funds for five requests, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, Strategic Plan, and relevant 5YPPs; and be it further

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

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

RESOLVED, That as a condition of this authorization for expenditure, the Executive

Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the 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 Allocation Summary – FY 2017/18

Enclosure:
1. Prop K/AA Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category [1]	Project Sponsor [2]	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
Prop K	17M	SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches	$ 356,422		$ 356,422	84%	0%	Design	Citywide
Prop K	22M	SFMTA	Track Replacement and Upgrade	$ 4,480,000		$ 22,393,000	78%	80%	Design, Construction	4,5,7,8,11
Prop K	40	SFPW	Alemany Interchange Improvement Phase 2 [NTIP Capital]	$ 400,000		$ 400,000	25%	0%	Design	9
Prop K	40	SFMTA	Lower Great Highway Pedestrian Improvements [NTIP Capital]	$ 250,000		$ 250,000	25%	0%	Design, Construction	4
Prop K	39, 40	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	$ 320,000		$ 528,000	25%	39%	Construction	9, 10
			TOTAL	**$ 5,806,422**	**$ -**	**$ 23,927,422**	**75%**	**76%**		

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 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

[2] Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Frincisco Public Works).

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

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

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
17M	SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches	$356,422	The SFMTA is requesting funds to issue a request for proposals, review bids, select a vendor and negotiate a contract for replacement of 30 30-foot hybrid diesel motor coaches that have reached the end of their useful lives. The new buses will improve reliability and reduce maintenance costs of a fleet serving community routes such as 35-Eureka, 36-Teresita, 37-Corbett and 56-Rutland. SFMTA expects to award the contract in December 2018.
22M	SFMTA	Track Replacement and Upgrade	$4,480,000	Funds will leverage nearly $18 million in federal funds to rehabilitate track and track support systems for Muni light rail lines. This project will improve system reliability and productivity, and reduce operational noise, vibration and the potential for derailment at locations prone to high levels of wear. Phase 1 will focus on approximately 15 intersections requiring repair and upgrade of the fastening and support systems, and will be implemented by SFMTA labor. Phase 2 will focus on approximately 5 intersections requiring replacement of worn specialized track, and will be implemented under contract. See page 17 of the enclosure for potential locations. Both phases of the project will be done concurrently, with Phase 1 construction beginning in Spring 2018 and Phase 2 construction beginning in Fall 2018. SFMTA anticipates project completion in 2023.
40	SFPW	Alemany Interchange Improvement Phase 2 [NTIP Capital]	$400,000	Requested funds will be used for the design phase of safety and accessibility improvements across and along Alemany Boulevard, between Putnam St. and Bayshore Blvd as recommended in an earlier NTIP planning project. The project includes a new multi-use path connecting San Bruno Avenue to the Alemany Farmers Market, as well as new and modified signalized crossings, new curb ramps, and other pedestrian safety improvements. SFPW anticipates the project could be open for use in Spring 2020.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	Lower Great Highway Pedestrian Improvements [NTIP Capital]	$250,000	NTIP Capital funds will be used to engage the community, evaluate feasibility, and implement a suite of traffic calming improvements on the Lower Great Highway between Lincoln Way and Sloat Boulevard, including measures that address traffic diversion from the Great Highway. Near-term improvements (e.g., daylighting at intersections and informal trails, painted safety zones) will be constructed by Summer 2018. Mid-term improvements (e.g., angled parking, medians, and speed humps) are anticipated to be complete by Spring 2019.
39, 40	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	$320,000	Construction of bicycle and pedestrian safety improvements at the Bayshore/Cesar Chavez/Potrero intersection as recommended in an earlier NTIP study. Segment F is a shared pedestrian path through an undeveloped city-owned lot. Segment G is an eastbound pathway that travels down a steep grade under the Highway 101 southbound on-ramp. The project will create a safe pathway for bikes and pedestrians that minimizes conflict between users. Segments will be widened, regraded with proper drainage, with adequate clearance at the highway overpass and landscaped buffers between path and roadway. The SFMTA anticipates that the project will be open for use by December 2018.

TOTAL	**$5,806,422**	

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
17M	SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches	$ 356,422	**5-Year Prioritization Program (5YPP) Amendment:** Recommended allocation is contingent upon a concurrent amendment to the Vehicles Muni 5YPP to program $356,422 deobligated from previous vehicle procurement projects to the subject project. See attached 5YPP amendment for details.
22M	SFMTA	Track Replacement and Upgrade	$ 4,480,000	**5YPP Amendment:** Recommended allocation includes a concurrent Guideways 5YPP amendment to reprogram $3,550,887 in FY2017/18 funds from Twin Peaks Tunnel Trackway Improvements to the subject project, and reprogram an equivalent amount of FY2018/19 funds from the Muni Metro Rail Replacement Program to Twin Peaks Tunnel Trackway Improvements. The Twin Peaks tunnel project has been delayed by at least a year. See attached 5YPP amendment for details.
40	SFPW	Alemany Interchange Improvement Phase 2 [NTIP Capital]	$ 400,000	**5YPP Amendment:** Fully funding this request would require an amendment to the Pedestrian Circulation and Safety 5YPP to program $276,603 in deobligated funds from projects completed under budget to the subject project. See attached 5YPP amendment for details.
40	SFMTA	Lower Great Highway Pedestrian Improvements [NTIP Capital]	$ 250,000	**Multi-phase Allocation:** Given strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, and the relatively straightforward design of similar improvements at multiple locations, we are recommending concurrent allocation of design and construction funds.
39, 40	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	$ 320,000	**Intent to Allocate:** Recommended allocation fulfills an Intent to Allocate (made by the Board in February 2017) $320,000 in Prop K funds for the construction phase of the project contingent upon completion of design and with a 50/50 split from District 9 and District 10 NTIP Capital funds. **5YPP Amendment:** Recommended allocation is contingent upon a concurrent amendment to the Bicycle Circulation/Safety 5YPP to program $2,931 from cumulative remaining programming capacity to the subject project.
		TOTAL	**$ 5,806,422**	

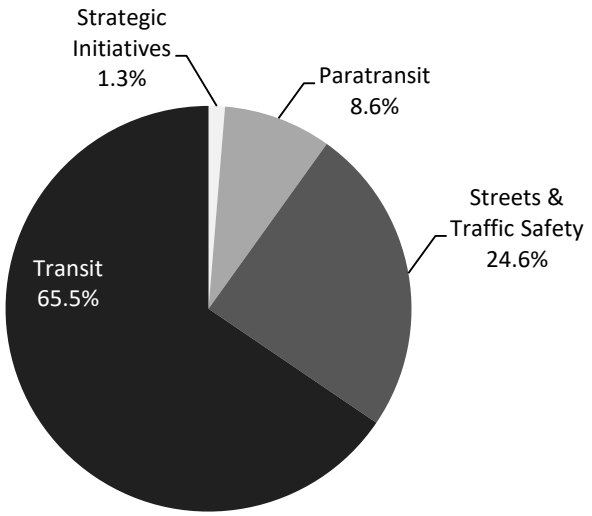
[1] See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY 2017/18

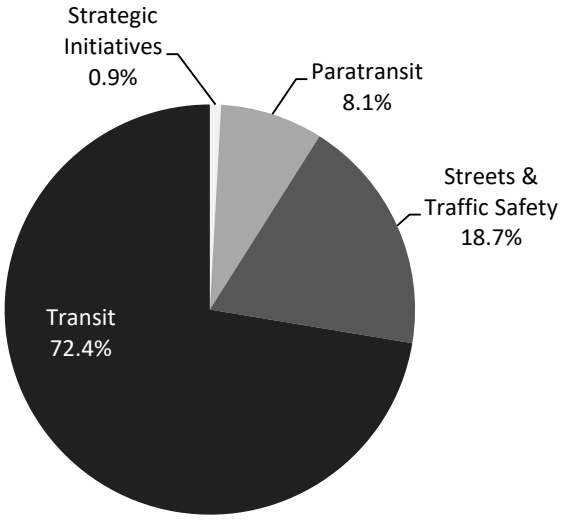
PROP K SALES TAX		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	$ 75,394,115	$ 34,255,084	$ 40,005,643	$ 645,389	$ 97,600	$ 97,600
Current Request(s)	$ 5,806,422	$ 1,129,733	$ 1,575,154	$ 689,231	$ 689,231	$ 689,230
New Total Allocations	$ 81,200,537	$ 35,384,817	$ 41,580,797	$ 1,334,620	$ 786,831	$ 786,830

The above table shows maximum annual cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Agenda Item 6

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

Memorandum

Date: February 2, 2018

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 2/13/2018 Board Meeting: Allocation of $5,806,422 in Prop K Funds for Five Requests, with Conditions

RECOMMENDATION ☐ **Information** ☒ **Action**

- Allocate $5,086,422 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for three requests:
  1. Replace 30 30-foot Hybrid Diesel Motor Coaches ($356,422)
  2. Track Replacement and Upgrade ($4,480,000)
  3. Lower Great Highway Pedestrian Improvements [NTIP Capital] ($250,000)
- Allocate $720,000 in Prop K sales tax funds to San Francisco Public Works for Two Requests:
  4. Alemany Interchange Improvements Phase 2 [NTIP Capital] ($400,000)
  5. Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital] ($320,000)

SUMMARY

We are presenting five requests totaling $5,806,422 in Prop K sales tax funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.

☒ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contracts
☐ Other:

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan.

Attachment 2 includes a brief description of each project.

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

The enclosed Allocation Request Forms provide more detailed information on scope, schedule, budget and funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate $5,806,422 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the FY 2017/18 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its January 24, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received
Attachment 2 – Project Descriptions
Attachment 3 – Staff Recommendations
Attachment 4 – Prop K Allocation Summaries – FY 2017/18
Enclosure – Prop K/AA Allocation Request Forms (5)

RESOLUTION ADOPTING THE LOCAL EXPENDITURE CRITERIA FOR EVALUATION OF FUNDING APPLICATIONS FOR THE FISCAL YEAR 2018/19 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 24, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority adopts the attached Fiscal Year 2018/19 TFCA Local Expenditure Criteria for evaluation of funding applications for the TFCA Program; and be it further

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

Attachments (2):

1. FY 2018/19 TFCA Local Expenditure Criteria
2. County Program Manager Fund Expenditure Plan Guidance – FY Ending 2019

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
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Attachment 1

Fiscal Year 2018/19 Transportation Fund for Clean Air (TFCA)

DRAFT LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2018/19 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 2018/19. 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 are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), 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 (CO_2) 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 2018/19 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, 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 2018/19 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in June 2018, funds can be redirected (potentially to non-San Francisco projects) at the Air

District's discretion. New candidate projects must meet all 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, NOx, PM, and CO_2 emissions. However, the Air District's calculation only includes the reductions in ROG, NOx, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO_2 emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO_2 emissions is consistent with the City and County of San Francisco's 2013 *Climate Action Strategy*.

Project Readiness – 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 2019 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 2016/17 or 2017/18:

- **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 Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

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BAY AREA AIR QUALITY MANAGEMENT DISTRICT

County Program Manager Fund Expenditure Plan Guidance

For

Fiscal Year Ending 2019

Transportation Fund for Clean Air

Bay Area Air Quality Management District
375 Beale Street, Suite 600, San Francisco, CA 94105

December 5, 2017

TABLE OF CONTENTS

Changes from Fiscal Year Ending (FYE) 2018 to FYE 2019

Based on feedback and comments received during the public comment period, there were no substantive changes for the FYE 2019 County Program Manager Policies. Minor updates to last year's policies were made for clarity and to address typographical errors.

Reporting Schedule for FYE 2019

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

- ❑ **March 3, 2018 - Expenditure Plan application for FYE 2019** - 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 pages 8-9)
  - **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 pages 8-9)
  - **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 unhealthful 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 *2017 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 *2017 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 2019 (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 handing of TFCA funds to no more than 6.25 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 Managers' 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 6.25 percent.
6. Conduct audits of TFCA programs and projects.

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

7. Hold a public hearing in the case of any misappropriation of revenue.

Attributes of Cost-Effective Projects

√ Project uses the 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 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 #30), 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.

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

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 2019 Cycle (*County Program Manager deadlines are italicized*)

December 5, 2017	Expenditure Plan Application Guidance issued by Air District
January 5, 2018	Expenditure Plan Application funding estimates issued by Air District
March 3, 2018	*Deadline for County Program Managers to submit Expenditure Plan application*
April 26, 2018 (tentative)	Proposed Expenditure Plan funding allocations reviewed by Air District Mobile Source Committee
May 2, 2018 (tentative)	Expenditure Plan funding allocations considered for approval by Air District Board of Directors
May 12, 2018 (tentative)	Air District provides Funding Agreements for funding allocations to County Program Managers for signature
May 31, 2018	*Funding Status Report and Final Reports due for projects from FYE 2018 and prior years*
August 2, 2018 (tentative)	*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*
October 31, 2018	*Funding Status Report, Interim Project Reports, and Final Reports due for projects from FYE 2018 and prior years*
November 2, 2018 (tentative)	*Deadline: Within six months of Board approval, County Program Manager provides Cost-effectiveness Worksheets and Project Information Forms for new projects and programming*
May 31, 2019	*Funding Status Report and Final Reports due for projects from FYE 2019 and prior years*

Expenditure Plan Application Process

The Air District will provide 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 must be submitted both electronically via email to lhui@baaqmd.gov and as a hard copy by mail or delivery service to:

Chengfeng Wang, Strategic Incentives Division
Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105

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 emailed to the County Program Managers or posted on either the Air District's website at www.baaqmd.gov/tfca4pm or another online platform.

- **Cost-effectiveness Worksheet (due within 6 months of Air District Board approval of Expenditure Plan, and for FYE 2018 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 the Board-approved TFCA cost-effectiveness limit, **as specified in Policy #2.** County Program Managers must submit a Cost-effectiveness Worksheet in Microsoft Excel format for each project to the Air District pre- and post-project.

  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, then 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: 19SC12_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: 19SC12_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 2018)**

  A Final Report Form is due at the conclusion of every project. 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 2018)**

  For each active/open project, an Interim Project Report Form is due annually on October 31. This report provides status information on project progress and fund usage. (Note, in previous years these report forms were titled “Project Status Reporting Form”.)

  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 risk of 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, Staff Specialist, (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 6.25% 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 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;
- Fulfilling all monitoring, reporting, and record-keeping requirements specified in the TFCA Funding Agreement, including the preparation of reports, invoices, and final reports; and
- Documented indirect administrative costs associated with administrating the project, including reasonable overhead costs of utilities, office supplies, reproduction and managerial oversight.

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 2019 DMV revenues (based on projected CY2017 revenues): Line 1: _____
2. Difference between prior-year estimate and actual revenue: Line 2: _____
   a. Actual FYE 2017 DMV revenues (based on CY2016): _____
   b. Estimated FYE 2017 DMV revenues: _____
   ('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 2017. Line 4: _____
5. Estimated TFCA funds budgeted for administration:[1] Line 5: _____
   (Note: This amount may not exceed 6.25% of Line 3.)
6. **Total new TFCA funds available in FYE 2019 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.** (*Enter zero (0) if none.)* **Line 7:** _____
   (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 6.25% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/ Grantee	Project Name	$ TFCA Funds Allocated	$ TFCA Funds Expended	$ TFCA Funds Available	Code*

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING $_____

(Enter this amount in Part B, Line 7 of Summary Information form)

** Enter UB (for projects that were completed under budget) and CP (for cancelled project).*

Appendix C: Sample Funding Status Report Form

County Program Manager: _____

Date: _____

Report Period: ☐ ***May 31st*** ☒ ***Oct. 31st***

Please provide any updated information in the yellow columns. If you update other cells, please shade them yellow as well.

CP	Cancelled Project[1]		Update by CMA
UB	Cmpl Under Budget		From Air District Database
Column A	Funds received should be listed as a negative; a balance from closure under budget listed as a positive		
Column B	100% = All components/reports completed, approved and $ paid out 90% = All components completed; $ paid out; awaiting Final Report		

					A				B						
TFCA Project #	**Project Title**	**Project Sponsor**	**Current TFCA Funds Awarded**	**Current TFCA Funds Awarded per CMA Update**	**Funds from CP/UB**	**TFCA$ Reprgm to Project# or FY**	**TFCA$ Paid Out To Date**	**TFCA$ Paid Out per CMA Update**	**% Cmpl**	**% Cmpl per CMA Update**	**Project Completion Date**	**Project Completion Date per CMA Update**	**Final Rpt Due to CMA per Agrmnt**	**Final Rpt Due Date requested by CMA**	**Comments**

I _____(print name), certify that the information provided is complete and correct; and that if any extensions have been approved, that significant progress has been made on the project(s) for which the funds were granted, pursuant to HSC 44242(d).

_____(Signature)

County Program Manager Liaison

[1] Cancelled projects include projects cancelled by the project sponsor, by the county program manager, and by the Air District. Provide explanation for the cancellation (e.g., ineligible) under the *Comments* Field.

Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2019

Adopted November 1, 2017

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2019.

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 2019.

   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 2019

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	On-Road Goods Movement Truck Replacements	90,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	150,000
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
29	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.
29	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a.-h.

30	Bicycle Projects	250,000
31	Bike Share	500,000
32	Arterial Management	175,000
33	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 and Mobile Source Control measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, 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 2019. For purposes of this policy, "commence" means a tangible action taken in connection with the project's operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. "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:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). 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 for a 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 incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and 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 any TFCA funds to cover the costs of developing grant applications.

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 reduction credits. For example, County Program Manager-funded projects may be combined with 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 6.25 percent 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. Reserved.

20. Reserved.

21. Reserved.

ELIGIBLE PROJECT CATEGORIES

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

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 conditions must be met for a project to be eligible for TFCA funds:

a. Vehicles purchased and/or leased have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.

b. Vehicles are 2018 model year or newer

i. hybrid-electric, electric, fuel cell, and CNG/LNG vehicles that are 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; or

ii. electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.

c. Vehicles must be maintained and operated within the Air District's jurisdiction.

d. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

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 cost of the project.

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

23. **Reserved.**

24. **Alternative Fuel Heavy-Duty Vehicles and Buses:**

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 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 14,000 lbs or are classified as urban buses.

b. Vehicles are 2018 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles approved by the CARB.

c. Vehicles must be maintained and operated within the Air District's jurisdiction.

d. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

e. **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.

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

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

25. **On-Road Goods Movement Truck Replacements:** The project will replace Class 6, Class 7, or Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.

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 funds as long as the equipment was maintained and has exceeded the duration of its useful life 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 as 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 if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination.

e. Reserved.

f. Grantees 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. 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. Each route must meet the cost-effectiveness requirement in Policy #2. 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 higher cost-effectiveness limit (see Policy #2).

29. **Pilot Shuttle/Feeder Bus Service Projects:**

These projects are new shuttle/feeder bus service 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, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

a. 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.

b. Provide written documentation of plans for financing the service in the future;

c. 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.

d. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential 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:

i. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of $500,000/ton, and

ii. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

e. 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:

i. By the end of the first year of operation, projects shall meet a cost-effectiveness of $250,000/ton, and

ii. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

30. **Bicycle Projects:**

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion. A project that proposes to upgrade an existing bicycle facility is eligible only if that project involves converting an existing Class-2 or Class-3 facility to a Class-1 or Class-4 facility.

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. Upgraded Class-1 or Class-4 bicycle facilities;

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.

31. **Bike Share:**

Projects that 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 are eligible for TFCA funds, subject to all of the following conditions:

a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.

b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.

c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:

   i. Projects that do not require membership or any fees for use, or

   ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.

   iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2019 TFCA funds to pay for up to five years of operations.

32. **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.

33. **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.

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 designing and improving 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 by 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 determined by 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 than 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: 19XX01

Use consecutive numbers for projects funded, with year, county code, and number, e.g., 19MAR01, 19MAR02 for Marin County. Zero (e.g., 19MAR00) 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 as follows:

- **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.

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.

Project Type	**Worksheet Name**
Ridesharing, Shuttles, Bicycle, Bike Share, Smart Growth, and Traffic Calming Projects	Trip Reduction FYE 19
Arterial Management: Signal Timing	Arterial Management FYE 19
Transit Bus Signal Priority (also for Transit Rail Vehicles)	Trip Reduction FYE 19
Alternative-Fuel Light-Duty and Light Heavy-Duty Vehicles or Infrastructure	LD & LHD Vehicle FYE 19
Alternative-Fuel Low-Mileage Utility Trucks – Idling Service	Heavy-Duty Vehicle FYE 19
Alternative-Fuel Heavy-Duty Vehicles, Buses, or Infrastructure	Heavy-Duty Vehicle FYE 19

Make entries in the yellow-shaded areas only in the worksheets. Begin each new filename with the application number (e.g., 19MAR04) 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 risk of 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 eliminated 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 percentage of survey respondents who report that they would have driven alone if not for the service provided.

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

In addition, **each shuttle route must meet the cost-effectiveness criteria** (Policy #2). 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 #2). 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 $3,000 per Level 2 (6.6KW) charging port, 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 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 are as 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., 19 for FYE 2019).

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: 19MAR04 = fiscal year ending **2019**, **Mar**in, 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 Date work begins on a project. Note: Project must meet Readiness Policy (Policy #6).

Completion Date &

Final Report to CMA: Date the project was completed and the date the Final Report was received by the County Program Manager. Note: 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	On-Road Goods Movement Truck Replacements	90,000	3 years recommended, 4 years max
26	Alternative Fuel Infrastructure	250,000	3 years recommended, 4 years max
27	Ridesharing Projects	150,000	2 years max
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs	2 years max
29	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.	2 years max
29	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a.-h.	2 years max
30	Bicycle Projects	250,000	From 3 to 10 years
31	Bay Area Bike Share	500,000	5 years max
32	Arterial Management	175,000	2 or 4 years
33	Smart Growth/Traffic Calming	175,000	10 years max

Emission Reduction Inputs

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
Ridesharing / Trip Reduction Project Type = 5a-h, 8b, 9a-c, 11a, or 11b Worksheet = Trip Reduction FYE 19 Note: For ridesharing the default maximum number of vehicle trips reduced per day is 1% of target population.	**<u>Ridesharing</u>** • # 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)	 • 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
	<u>School-Based Ridesharing</u> • # Years Effectiveness • # Trips/Day (1-way) eliminated [% of target population (total # students)] • Days/Yr • Trip Length (1-way)	 • 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
	<u>Transit Incentive Campaigns</u> • # 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	 • 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
	<u>Guaranteed Ride Home Programs</u>	

	• # Years Effectiveness • # Trips/Day (1-way) eliminated • Days/Yr • Trip Length (1-way)	• 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.) • Step 1-Column C, Default = 16 miles
	Transit Vehicle Signal Prioritization • # Years Effectiveness • # Trips/Day (1-way) eliminated • Days/Yr • Trip Length (1-way)	• 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

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
Bicycle Projects Project Type = 7a-j Worksheet = Trip Reduction FYE 19 Methodology to estimate number of trips reduced for bike paths, lanes, & routes based on: - the type of facility (Class 1, 2, or 3) - the length of the project segment - the traffic volume (ADT) on the facility. For Class 1 projects, use the ADT on the most appropriate parallel road.	**Bicycle Projects (Paths, Lanes, Routes)** • # 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	• 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

For gap closure projects (where project will close a gap between two existing segments of bikeway), use the length for the total facility. 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. The Air District normally uses an average trip length of 3 miles (one-way) for bicycle projects.	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 Upgraded Class 1 & Upgraded Class 4 • Days/Yr • Trip Length (1-way)	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 Use 5% of the appropriate formula above • Enter in Step 1-Column B, 240 days • Enter in Step 1-Column C, 3 miles. (Not same as segment length.)

	Bicycle Lockers & Racks	
	• # Years Effectiveness	• Enter in Cost Effectiveness Inputs, 3 yrs
	• # Trips/Day (1-way) eliminated	• 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
	• Days/Yr	• Enter in Step 1-Column B, 240 days
	• Trip Length (1-way)	• Enter in Step 1-Column C, 3 miles
	Bay Area Bike Share	
	• # Years Effectiveness	• Enter in Cost Effectiveness Inputs, max. 5 yrs

	• # Trips/Day (1-way) eliminated	• Enter in Step 1-Column A: Number of bikes * 1.48 trips per day * 12% (actual vehicletrips replaced based on Shaheen research dated June 2015)
	Weekdays	
	• Days/Yr • Trip Length (1-way)	• Enter in Step 1-Column B, 260 days • Enter in Step 1-Column C, 16 miles
	Weekends	
	• Days/Yr • Trip Length (1-way)	• Enter in Step 1-Column B, 105 days • Enter in Step 1-Column C, 3 miles

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
Shuttles / Rail-Bus Integration / Transit Info Project Type =6a-i, 10a, or 10b Worksheet = Trip Reduction FYE 19	**<u>Shuttle/Feeder Bus, Rail-Bus Integration, and Transit Information Systems</u>**	
	• # Years Effectiveness	• Cost Effectiveness Inputs, up to 2 years
	# Trips/Day (1-way) eliminated trips. Trips only from riders who previously would have driven.	• 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)
	• Days/Yr eliminated trips	• 1-Column B, Enter number of operating days. Default =240 days/yr.
	• 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.	• 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 calculates emissions from new trips generated.	• # Trips/Day (1-way) new trips to access transit	• Step 2-Column A, Use survey data or, if none, a default is 50% of # Trips/Day Eliminated (Step 1-Column A)
	• Days/Yr new trips	• Enter in Step 2-Column B, same # as in Step 1-Column B.
	• Trip Length (1-way) new trips. Average trip length of shuttle passengers that drive from home to the BART/Caltrain station.	• Enter in Step 2-Column C, a survey-based distance, or, if no survey, default is 3 miles for home-to-rail trips.
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.		
For vans and shuttle vehicles 14,000 lbs. and lighter, use Step 3A.	• # Vehicles, Model Year: Number of vehicles with same model year	• Step 3A - Column A, no default.
	• Emission Std.: Emission Standard from list provided.	• 3A - Column B, no default.
	• Vehicle GVW: Weight Class from list provided.	• 3A Column C, no default.
	• ROG, NO_x, Exhaust PM_{10}, and Total PM_{10} 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.	• 3A Column D through G, no default
	• CO_2 Factor: enter factor from CO_2 Table for Light- and Light Heavy-Duty Shuttles, on Emission Factors tab.	• 3A Column H, no default.
	• 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.	• 3A Column I, no default.
For buses, use Step 3B. *If a vehicle does not match the factors provided, County Program Manager should consult with Air District staff.*	• ROG, NO_x, Exhaust PM_{10}, Other PM_{10} and CO_2 Factors: enter factor from Emissions for Buses Table provided on Emission Factors tab.	• Step 3B: Columns D through H, no default. Note that Step 3B uses Other PM_{10}, not Total PM_{10}.

	• 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.	• 3B Column I, no default.

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
	Arterial Management	
Arterial Management Project Type = 8a Worksheet = Arterial Management FYE 19	• # Years Effectiveness	• 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.
	• Name of Arterial	• Column A: Name of the arterial and the direction of travel.
	• Segment Length (miles)	• Enter under Column B the length of arterial over which speeds will be increased.
	• Days/Yr.	• Enter under Column C the number of days per year over which the project would affect traffic. Default is 240 days.
	• Time Period	• 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.
	• Traffic Volume	• 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.
	• Traffic Speed without the Project	• Enter under Column F the average traffic speed along the length of the arterial before implementation of the project.
	• Travel Speed with Project	• Enter under Column G the average estimated traffic speed along the length of the arterial after implementation of the project. *Note: Maximum increase in speed is 25%.*
[Smart Growth]	**Smart Growth / Traffic Calming**	• 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.

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 19

Input Data Needed	Default Assumptions
○ Cost Effectiveness Inputs, # Years Effectiveness. Use separate workbook and Project # for each set of vehicles with different # Years Effectiveness or with different fuel types.	• 3 years is recommended - Not to exceed 4 years.
○ Column B, Unit #: A unique identifier. List each vehicle on a separate row.	○ Column B: No default
• 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.	• Columns C through E: For FYE 2019 alt-fuel heavy-duty vehicle projects, including urban buses, the baseline default is the Model Year 2010 emission standards.
• Column F, Annual Fuel Use: Base on average fuel use over 2 years, and document with 2 years of records.	• Column F: No default.
• Column G, Fuel Consumption Factor: Moyer Table D-24	• Column G: Most on-road engines are below 750 horsepower, thus the default value is 18.5.
• 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.	• Column H: No default.
• Column I, Annual VMT: Base on average VMT over 2 years, and document with 2 years of mileage records.	• Column I: No default.
• 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.	• Column J: No default.
• 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.	• Column K: No default.
• 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	• Columns L through N: For FYE 2018 heavy-duty vehicle projects, including urban buses, the new vehicle must be certified to *exceed* 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.

Input Data Needed	Default Assumptions
hydrocarbon (NOx+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.	
• Column O, Replacement Vehicle Cost: Must be supported by a quote for the new alt-fuel vehicle that exceeds standards.	• Column O: No Default.
• Column P, Must be supported by a quote for a new equivalent model vehicle that meets standards (for FYE 2019, the Model Year 2010 Standards).	• Column P: No Default.
• Column Q, Fuel Savings.	• 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.
• Column R, Fuel Consumption Factor: Use Moyer Table D-24.	• Column R: Most on-road engines are below 750 horsepower.
• 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.	• Column S: No default.
• 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.	• Column T: No default.
• Column Y, # Years Effectiveness: Same as in Cost Effectiveness Inputs.	• Column Y: 3 years is recommended - 4 yrs max.
• Column Z, Incremental Cost: The cost of the proposed vehicle minus the baseline vehicle.	• Column Z: Automatically calculated.
• 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.	• Columns AB – AG. Calculated automatically. Enter zero (0) if a reduction cannot be claimed.
• 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.	• Column AM: Cannot exceed Incremental Cost.

Input Data Needed	Default Assumptions
• Column AP, Actual Weighted CE w/o CRF--Miles Basis ($/ton). Cost-effectiveness based on emissions including weighted PM. **Must meet Policy Requirements.**	• Column AP: Calculated automatically.
• Column AQ, Actual Weighted Contract CE w/o CRF--Fuel Basis ($/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:** • 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).	• Column AQ: Calculated automatically.
• Column AS, Baseline CO_2 Factor Based on Mileage: Enter value from CO_2 Emission Factors Table for your fuel and vehicle type (e.g., Medium Heavy Duty Diesel is 1527 g/mi).	• Column AS: No default.
• Column AT, Proposed Engine CO_2 Factor Based on Mileage: Enter value from CO_2 Emission Factors Table for your fuel and vehicle type (e.g., Medium Heavy Duty CNG 1098 g/mi).	• Column AT: No default.
• Column AV, Baseline CO_2 Factor Based on Fuel Use: Enter value from CO_2 Emission Factors Table for your fuel type (e.g., Diesel is 10079 g/mi).	• Column AV: 10079 g/mi.
• Column AW, Proposed Engine CO_2 Factor Based on Fuel Use: Enter value from CO_2 Emission Factors Table for your fuel type (e.g., CNG is 7244 g/mi).	• Column AW: No default.

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
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 19	• # Years Effectiveness	• 3 years is recommended - 4 years max.
	• Unit # / ID	• List each vehicle separately.
	• Incremental Cost	• 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.
	• Current Standard and New Vehicle Standard	• Enter in Columns E and F the standard that a vehicle is certified to, as shown on the CARB Executive Order.
	• Cost-Effectiveness	• Column U, automatically calculated. Each vehicle must meet the Policy requirements for cost-effectiveness.

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

California Environmental Protection Agency AIR RESOURCES BOARD	CUMMINS INC.	EXECUTIVE ORDER A-021-0571-1 New On-Road Heavy-Duty Engines Page 1 of 2 Pages

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	DDI, TC, CAC, ECM, EGR, OC, SCR-U, PTOX	EMD

PRIMARY ENGINE'S IDLE EMISSIONS CONTROL [5]	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)

* =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;

[1] **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;

[2] **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; **SFI/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

[4] **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);

[6] **EMD**=engine manufacturer diagnostic system (13 CCR 1971); **OBD**=on-board diagnostic system (13 CCR 1971.1);

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.). [4]

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

Agenda Item 7

San Francisco County Transportation Authority

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Memorandum

Date: February 01, 2018

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 02/13/18 Board Meeting: Adoption of the Fiscal Year 2018/19 Transportation Fund for Clean Air Local Expenditure Criteria

RECOMMENDATION ☐ Information ☒ Action

- Adopt the Fiscal Year (FY) 2018/19 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria

SUMMARY

The TFCA program, funded by a $4 vehicle registration surcharge collected by the California Department of Motor Vehicles in the nine-county Bay Area, provides grant funding to projects that reduce on-road motor vehicle emissions. The Bay Area Air Quality Management District (Air District) makes 40 percent of the TFCA program revenues available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions, in accordance with the Air District's Clean Air Plan.

As the County Program Manager for San Francisco, the Transportation Authority is required annually to adopt Local Expenditure Criteria for the programming of San Francisco's share of the TFCA funds. For FY 2018/19, our estimated share is about $750,000. Our proposed FY 2018/19 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 2018/19. The criteria establish a prioritization methodology for applicant projects, including ranked project types, emission reduction benefits, program diversity, project readiness, and sponsor's project delivery track record. Following Board approval, we plan to issue the TFCA FY 2018/19 call for projects by March 2, 2018.

☐ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other:

DISCUSSION

Background. In 1991, the California Legislature authorized the Air District to impose a $4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions, helping the Bay Area meet state and federal air quality standards and greenhouse gas emission reduction goals. The Air District awards sixty percent of the TFCA funds through the TFCA Regional Fund, a suite of competitive grant programs for projects that reduce emissions from on-road motor vehicles. The Air District holds calls for projects for each of the project categories available (i.e. bikeways, electric vehicle charging stations, zero-emission and partial-zero-emission vehicles, and shuttle and ridesharing projects).

The Air District transfers the remaining forty percent of the TFCA funds to designated County Program Managers, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects.

Each year the Air District adopts the County Program Manager Fund Expenditure Plan Guidance, which includes the list of eligible projects and defines policies for the expenditure of the County Program Manager Fund. The latest guidance document, included as Attachment 3, only had minor updates for clarity and to address typographical errors from the previous version. Any public agency may be a project sponsor for a TFCA-funded project and private parties may sponsor vehicles projects such as alternative-fuel vehicles and infrastructure projects.

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

Local Expenditure Criteria. Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund the majority, if not all, of the projects that satisfy 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. Thus, while some counties have established a complex point system for rating potential TFCA projects across multiple local jurisdictions and project sponsors, our assessment is that over time San Francisco has been better served by not assigning a point system to evaluate applications.

Our proposed FY 2018/19 Local Expenditure Criteria, shown in Attachment 1, are the same as those used in previous years. Projects first undergo an eligibility screening. As in prior years, only 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. The prioritization criteria include consideration of the following factors:

- Project type (e.g. highest priority to zero-emissions non-vehicle projects like bike projects)
- Cost effectiveness
- Project readiness (e.g. ability to meet TFCA timely-use-of-funds guidelines)
- Program diversity
- Other factors (e.g., the project sponsor's recent delivery track-record for TFCA projects).

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

Next Steps. Following Board approval of the Local Expenditure Criteria, we will release the TFCA call for projects by March 2, 2018. After reviewing and evaluating project applications, we will present a recommended TFCA FY2018/19 program of projects to the Citizens Advisory Committee in May and the Board in June 2018 for approval. Attachment 2 details the proposed schedule for the FY 2018/19 TFCA call for projects.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2017/18 budget associated with the recommended action. Approval of the Local Expenditure Criteria will allow the Transportation Authority to program approximately $750,000 in local TFCA funds to eligible San Francisco projects.

These funds will be incorporated into the FY 2018/19 budget and subsequent year budgets to reflect anticipated TFCA project cash reimbursement needs.

CAC POSITION

The CAC was briefed on this item at its January 24, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Draft FY 2018/19 TFCA Local Expenditure Criteria
Attachment 2 – Proposed Schedule for TFCA FY 2018/19 Call for Projects
Attachment 3 – County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2019

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2018/19 Transportation Fund for Clean Air

Proposed Schedule for Fiscal Year 2018/19 TFCA Call for Projects*

Wednesday, January 24, 2018	Citizens Advisory Committee Meeting – ACTION Local Expenditure Criteria
Tuesday, February 13, 2018	Transportation Authority Board Meeting – PRELIMINARY ACTION Local Expenditure Criteria
Tuesday, February 27, 2018	Transportation Authority Board Meeting – FINAL ACTION Local Expenditure Criteria
By Friday, March 2, 2018	Transportation Authority Issues TFCA Call for Projects
Friday, April 20, 2018	TFCA Applications Due to the Transportation Authority
Wednesday, May 23, 2018	Citizens Advisory Committee Meeting – ACTION TFCA staff recommendations
Tuesday, June 13, 2018	Transportation Authority Board Meeting – PRELIMINARY ACTION TFCA staff recommendations
Tuesday, June 26, 2018	Transportation Authority Board Meeting – FINAL ACTION TFCA staff recommendations
Sept 2018 (estimated)	Funds expected to be available to project sponsors

* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule (www.sfcta.org/agendas).

BD022718 **RESOLUTION NO. 18-37**

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 Legislatures; 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; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on Senate Bill (SB) 760 (Wiener), and a new oppose position on Assembly Bill (AB) 1756 (Brough); and be it further

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

San Francisco County Transportation Authority
February 2018

State Legislation – Updates on Activity This Session

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

On January 3, 2018, the State Legislature reconvened for the 2017/18 session. At the Board meeting, we will provide a verbal update on the bills continued from 2017 and on new bills introduced in 2018.

Staff is recommending a new support position on Senate Bill (SB) 760 (Wiener), and a new oppose position on Assembly Bill (AB) 1756 (Brough) as shown in **Table 1,** which also includes four new bills to watch. The Board does not need to take an action to add bills to watch. **Table 2** provides updates on several bills we have been tracking this session. **Table 3** indicates the status of bills on which the Board has already taken a position this session.

Table 1. Recommendation for New Positions and Select New Bills to Watch

Recommended Positions	Bill # Author	Bill Title and Description
Oppose	AB 1756 Brough R	**Transportation funding.** Would repeal the Road Repair and Accountability Act of 2017 (SB 1). SB 1 is expected to generate $52.4 billion between 2017 and 2027, through increases to the gas tax, diesel excise tax, and vehicle license fees, with revenues directed to various transportation projects. This bill would eliminate all taxes and fees, and eliminate the transportation funding programs created by SB 1.
Watch	AB 1759 McCarty D	**General plans: housing element: production report: withholding of transportation funds.** Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county to determine whether that city or county has met the applicable minimum production goal for that reporting period. If the goal has not been met, the bill would require the Controller withhold the apportionment of Road Maintenance and Rehabilitation Program funds that would otherwise be apportioned and distributed, and hold the funds in escrow until the city or county is compliant.
Watch	AB 1905 Grayson D	**Environmental quality: judicial review: transportation projects.** Would prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.
Watch	ACA 19 Mayes R	**Local government taxation: voter approval.** The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters voting on the tax. The California Constitution defines "local government" for these purposes to mean any county, city, city and county, including a charter city or county, any special district, or any other local or regional governmental entity. This measure would specify that the electorate exercising its initiative power is within the definition of "local government."

Watch	ACA 21 Mayes R	**State infrastructure: funding: California Infrastructure Investment Fund.** Would amend the California Constitution to create the California Infrastructure Investment Fund in the State Treasury. The measure would require the Controller, beginning in the 2019/20 fiscal year, to transfer from the General Fund to the California Infrastructure Investment Fund in each fiscal year an amount equal to up to 2.5% of the estimated General Fund revenues for that fiscal year, as provided. The measure would require, for the 2019–20 fiscal year and each fiscal year thereafter, the amounts in the fund to be allocated, upon appropriation by the Legislature, for specified infrastructure investments, including the funding of deferred maintenance projects.
Support	SB 760 Wiener D	**Bikeways: design guides.** Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. SFMTA is considering adopting a support position.

Table 2. Select Updates on Tracked Bills

Adopted Positions	Bill # Author	Bill Title and Description	Update
Support	AB 17 Holden D	**Transit Pass Program: free or reduced-fare transit passes** Would, upon the appropriation of moneys from the Public Transportation Account by the Legislature, create the Transit Pass Pilot Program to be administered by the Department of Transportation to provide free or reduced-fare transit passes, directly or through a 3rd party, including a transit agency, to specified pupils and students by supporting new, or expanding existing, transit pass programs. The bill would require the department to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program.	**Governor Brown vetoed this bill.** Though the bill was originally introduced with $100 million in funding, it was ultimately passed by the legislature without a funding source. The Governor stated: "Before we create this new statewide program, I think we should have a fuller discussion on how local transit discount programs work and how any new ones should be paid for."

Support	AB 342 Chiu D	**Vehicles: automated speed enforcement: five-year pilot program.** Would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems.	**This bill is dead.** AB 342 faced strong opposition from law enforcement unions, and the author canceled its hearing at the Assembly Transportation Committee. We and the SFMTA will be working with the San Francisco legislative delegation to find an alternative path forward for ASE.
Watch	AB 756 Ting D	**Prima facie speed limits: Golden Gate Park.** Would authorize the City and County of San Francisco to reduce the prima facie speed limit to 15 miles per hour when driving on a street or road within Golden Gate Park in the City of San Francisco, with specified exclusions, and report to the Department of Transportation regarding any traffic calming measures undertaken to maintain or increase pedestrian and bicyclist safety, as prescribed.	**This bill is dead.** At its first hearing, the Assembly Transportation Committee expressed concern over lowering the speed limit before Vision Zero improvements were fully implemented. The second hearing was canceled at the request of the author.
Watch	AB 1103 Obernolte R	**Bicycles: yielding: pilot program.** Would authorize a city, by resolution, to implement a 5-year pilot program, commencing January 1, 2020, to allow a person who is operating a bicycle and approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would authorize implementation of the pilot program in at least 3 cities that elect to participate, as specified.	**This bill is dead.** AB 1103 faced opposition from the California Teamsters and American Automobile Association groups, and pedestrian groups expressed concerns about safety. The Assembly Transportation Committee had concerns about lack of data and predictability of behavior. The bill's author cancelled the second hearing.

Table 3. Bill Status for Active Positions Taken Last Session

Adopted Positions	Bill # Author	Bill Title	Bill Status[1] (as of 1/31/2018)
Support	AB 1 Frazier D	Transportation Funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Senate Desk
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Appropriations

[1]Under this column, "Enrolled" means the bills has passed out of both houses of the Legislature and is on the Governor's desk for consideration. "Chaptered" indicates the bill is now law.

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Agenda Item 9

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
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Memorandum

Date: February 23, 2018

To: Transportation Authority Board

From: Eric Cordoba – Deputy Director for Capital Projects

Subject: 02/27/18 Board Meeting: Quint Street – Jerrold Avenue Connector Road Project Update

RECOMMENDATION ☒ **Information** ☐ **Action**

None. This is an information item.

SUMMARY

The proposed Quint-Jerrold Connector Road project located along the west side of the Caltrain rail tracks will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue. Caltrain completed construction of the Quint Street Bridge Replacement Project in April 2016 replacing the 100-year-old Quint Street Bridge with a new berm. The Quint-Jerrold Connector Road will be built on former Union Pacific Railroad (UPRR) property. The Transportation Authority has been coordinating, design, right of way and public outreach efforts. San Francisco Public Works (SFPW) has developed a conceptual design for the new road. Although the City began negotiating with UPRR several years ago, UPRR recently sold the property to a private entity, 1880 Jerrold Ave. LLC, who's main point of contact is a shuttle provider named TransMetro. The City is now negotiating with TransMetro to purchase the property.

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☒ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other:

DISCUSSION

Background.

The former Caltrain bridge over Quint Street in the Bayview was more than 100 years old and at the end of its useful life. The bridge was deemed structurally deficient, did not meet existing seismic safety standards, and needed to be replaced to ensure the safety of community members and Caltrain passengers. The proposed bridge replacement—a berm—was the design approach selected by the San Francisco County Transportation Authority Board in July 2013 after considering various other alternatives including replacing the bridge in-kind ($25 million) that would preclude a future station platform or building a wider bridge ($35 million) that could accommodate a future station. With a project budget of $25 million, the berm ($20 million) was found to be the best solution to balance the need to find a cost-effective solution that supports a potential Caltrain Station at Oakdale Avenue with available resources, and one that is compatible with adjacent land uses and vehicular access. The remainder of Caltrain's bridge replacement budget ($5 million) was set aside to help pay for the connector road, then estimated to cost $10-$11 million. Other potential funding sources were also

identified at the time. The Quint-Jerrold Connector Road project will reconnect Quint Street and Jerrold Avenue through a new road to be built on former UPRR property along the west side of the Caltrain tracks. Accounting for escalation and new information about underground utilities along the right-of-way, the updated preliminary total cost estimate for the project is $17 million including environmental clearance, right of way acquisition and construction. The Transportation Authority has allocated $1.9 million for the acquisition of the property and an additional $427,000 for the environmental investigations and conceptual design. SFPW has developed a conceptual design for the new road which includes one traffic lane in each direction, sidewalk, street lighting and a possible retaining wall. At the intersection with Jerrold Avenue the road will integrate with other planned street improvements in the area.

Transportation Authority staff briefed the Bayview Hunters Point Citizens Advisory Committee at its February 7, 2018 meeting. Committee members noted its importance as mitigation to the community and one that would be even more important in the future given all the planned housing and employment growth. They also noted their concern with the planned temporary closure of Jerrold in the near term, for San Francisco Public Utilities Commission's sewer system improvement project. We will provide an update to the Bayview Hunters Point Citizens Advisory Committee on March 7, 2018.

Status and Key Activities.

The City of San Francisco Real Estate Division began negotiating with UPRR to purchase the property several years ago. UPRR imposed various conditions on the sale, including an easement along the property for fiber optic lines. Although the City agreed to their conditions, UPRR instead decided to sell the land to a private corporation while still in negotiation with the City.

1880 Jerrold Ave LLC purchased the property from UPRR in late Summer 2017. TransMetro, a shuttle service provider, is a related entity of 1880 Jerrold Ave LLC and is currently the main contact. The northern part of the property is now leased out to a concrete manufacturer. The manufacturer has set up plant equipment on the site including vehicles, mixer and other machines. In August 2017, the City determined that the manufacturer was operating without a permit. The Department of Building Inspection issued a notice of violation and ordered the manufacturer to stop work and acquire proper permits.

The Real Estate Division has started negotiations with TransMetro to purchase the property and believes that local ownership is more conducive to reaching agreement than talks with UPRR. The parties are currently negotiating the rights to enter the property for environmental (archaeological and hazardous materials) investigations as required by the Quint-Jerrold Connector Road Mitigated Negative Declaration issued by the Department of Planning in August 2015.

SFPW is ready to proceed with design of the project should the City purchase the land. Preliminary drawings and estimates have been developed. SFPW anticipates that the design phase will take up to one year to complete and that construction would also take a year to complete. Staff have briefed Commissioner Cohen's office, which remains keen to acquire the site.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC was briefed on this item at its January 24, 2018 meeting and discussed it extensively, requesting an update at the February 28 CAC meeting. CAC member, Chris Waddling, expressed significant disappointment at the lack of timely updates from Transportation Authority staff about the sale of the parcel to TransMetro, for which staff apologized. Chris Waddling and various CAC members were concerned that the commitment to build the connector road be kept, noting its importance as a mitigation to the community and one that would be even more important in the future given all the planned housing and employment growth. CAC members also raised concerns about the proposed cost of the connector road. We will provide an update to the CAC on February 28.

SUPPLEMENTAL MATERIALS

None.

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Agenda Item 10

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
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Memorandum

Date: February 21, 2018

To: Transportation Authority Board

From: Jeff Hobson – Deputy Director for Planning

Subject: 02/27/18 Board Meeting: Update on ConnectSF Vision Document

RECOMMENDATION ☒ **Information** ☐ **Action**	☐ Fund Allocation
None. This is an information item.	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
This memo serves as an update regarding activities associated with ConnectSF, the San Francisco multi-agency long-range transportation planning program. Currently at the end of the vision-setting phase, this multi-year process will culminate in a major update to the countywide transportation plan, also called the San Francisco Transportation Plan or SFTP, and an update to the Planning Department's General Plan Transportation Element. This update focuses on the long-range vision effort, which is in its final stages. We anticipate seeking approval of the Vision document from the Transportation Authority Board and partner agencies in spring 2018. The slide deck for this update is included as Attachment 1 to this memo.	☒ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other:

DISCUSSION

Background

To define the desired and achievable transportation future for San Francisco, the Transportation Authority, the San Francisco Municipal Transportation Agency and the Planning Department are collaborating on the San Francisco Long Range Transportation Planning Program, also known as ConnectSF. Additional program partners include San Francisco Office of Economic and Workforce Development and the Mayor's Office.

The ConnectSF program is composed of several distinct efforts, including:

- Subway Vision (completed 2016, to be updated every four years)
- 50-year Vision (nearing completion)
- San Francisco Transportation Plan (SFTP) 2050 (needs assessment underway)
- Transit Corridors Study (in scoping phase)
- Streets and Freeways Study (in scoping phase)
- General Plan Transportation Element Update

These efforts will also draw on other planning and policy studies that have been completed recently or will be underway in similar timeframes, such as work related to transportation demand management, emerging mobility services and technologies, and adaptation and resilience. Combined, the efforts of the ConnectSF program will achieve the following:

- Create a common vision for the future that will result in common goals and objectives that subsequent efforts work to achieve.
- Serve as San Francisco's long-range transportation planning program, integrating multiple priorities for all modes based on robust technical analysis and public engagement.
- Identify current and long-term needs and opportunities to improve transportation that support key city policies and priorities.
- Identify and prioritize long-term transit strategies and investments to support sustainable growth.
- Develop a revenue strategy for funding priorities.
- Establish a joint advocacy platform, including policy and project priorities.
- Guide San Francisco's inputs into the Regional Transportation Plan/Sustainable Communities Strategy update.
- Codify policies in the San Francisco General Plan.

ConnectSF Draft Vision.

The draft Vision of the ConnectSF program answers the question "what is the future of San Francisco as a place to live, work and play in the next 30 and 50 years?" To answer this question, staff employed a scenario planning framework – a methodology used by businesses and large-scale public agencies and governments designed to help organizations think strategically about the future. This methodology identifies drivers of change and critical uncertainties, develops plausible future scenarios to understand how the city may react in those scenarios, the implications and paths for the city to navigate each of those plausible futures, and a preferred future to strive towards.

The draft Vision is grounded through the following goals that were codified through over a year of outreach:

- **Equity:** San Francisco is an inclusive, diverse, and equitable city that offers high-quality, affordable access to desired goods, services, activities, and destinations.
- **Economic Vitality:** To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.
- **Environmental Sustainability:** The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.
- **Safety and Livability:** People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.
- **Accountability and Engagement:** San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.

The draft Vision is described qualitatively, and outlines a future where San Francisco is a regionally minded city with effective governmental institutions and an engaged citizenry, both of which consider community-wide and regional effects when making policy choices. This new socio-political dynamism results in the development and implementation of key plans related to transportation, land use, and housing. Key tenets of this future are:

- Numerous transportation and mobility options are available, accessible and affordable for all, and there is less need for individually owned cars.
- Robust and reliable transportation funding sources exist to support maintenance and management of the existing system as well as strategic expansions of high-capacity rail and bus services.
- There are seamless transit connections to local and regional destinations.
- Public rights-of-way are dedicated to sustainable transportation modes, improving operations and efficiency
- Neighborhoods are safe, clean, and vibrant with many people walking and biking.
- Infrastructure projects are developed and built more quickly and cost-effectively.
- New mobility/private transportation services are well-regulated and integrated with traditional public transportation and active modes
- There is significant construction to meet the needs of the rising population and workforce.
- There is a large increase in funding for affordable housing at all income levels.

The draft Vision document is included as Attachment 2 to this memo. The entire draft Vision document and appendices can be found on the www.connectsf.org website.

ConnectSF Outreach to date.

To develop the draft Vision, the ConnectSF team has been actively engaged in several public engagement activities since the summer of 2016. Staff used this input to guide the development of the preferred draft Vision for the city. The goals and objectives outlined in the draft Vision document will inform the next two phases of the ConnectSF program.

In summer and fall of 2016, ConnectSF staff utilized pop-up workshops and an online tool to ask where San Francisco should expand its subway network. Participants submitted more than 2,600 ideas.

In May 2017, seven on-sidewalk pop-ups scattered around San Francisco, and an online survey encouraged public participants to think broadly about the future of transportation in San Francisco and ask what they are excited and concerned about. Collectively, the ConnectSF team collected over 1,100 open-ended responses from over 450 individuals. This feedback showed the importance of a future San Francisco that is equitable, livable, sustainable, and economically competitive.

Additionally, starting in May 2017, a Futures Task Force was invited to three co-learning events, designed to delve into the specific topics, including impacts of development in neighborhoods, the changing future of mobility, and how work may change in the future. Then, in June, the Futures Task Force participated in the Scenario Building Workshop, designed to understand how uncertain drivers of change may influence the future of San Francisco, and how the city will prepare if those futures come to fruition. The day and a half workshop culminated with the production of four plausible future

scenarios, that were further refined by staff and discussed by the Futures Task Force at follow-up webinars.

During September 2017, focus groups, also called Small Group Experiences, engaged small groups in thinking about the four scenarios and the tradeoffs between them. The project team made special efforts to meet with groups and organizations from communities of concern. Additionally, an online public survey was made available in English, Spanish, Chinese, and Filipino and discussed the four plausible future scenarios and the inherent tradeoffs between them. These efforts were designed to give both staff and the Futures Task Force insight into broader opinions about how San Francisco should react to plausible futures.

The Futures Task Force met again in October 2017 for the Scenarios Implications Workshop, where participants discussed the implications of each plausible future and provide direction for staff to develop the draft Vision. In December, staff presented and took feedback from the Futures Task Force on the draft Vision to the through webinars and invited members of the task force to help edit and co-author the document.

Staff is in the process of scoping and funding the technical elements and designing the outreach process for Phase 2 of the ConnectSF program. This next phase will continue to incorporate three streams of involvement: the public, the Futures Task Force, and the multi-agency ConnectSF staff team.

Next Steps.

The draft Vision document is now available online (www.connectsf.org). We will bring the draft Vision document to the Board for approval in April. The SFMTA Board and the Planning Commission will also be taking action in early spring. Meanwhile the ConnectSF project team is beginning work on Phase 2 of the program, analyzing current and future transportation needs that will inform the Transit Corridors Study and the Streets and Freeways Study. Our three agencies are also collaborating on Caltrans Planning Grant and Priority Development Area Planning Grant applications to help fund Phase 2 work. We anticipate providing overviews for these studies in late spring 2018, once we finalize study budgets and schedules.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. We will provide this ConnectSF update to the CAC at its February 28 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – ConnectSF Update Presentation

Attachment 2 – Draft Vision Document

ConnectSF

SFCTA Board Meeting

February 27, 2018

Attachment 1
ConnectSF Presentation

Linda Meckel, SFCTA
Doug Johnson, Planning
connectsf@sfgov.org

connectsf.org

Purpose

***ConnectSF** aligns our agencies through a ground up process to identify our long term transportation projects and policy priorities*

About the Program

- **50-year transportation vision** created with city agencies (**we are here)**
- Phase 2 is about the **projects** and **policies** needed to achieve the vision
- Phase 3 includes two San Francisco transportation **policy and action oriented documents**

San Francisco Planning

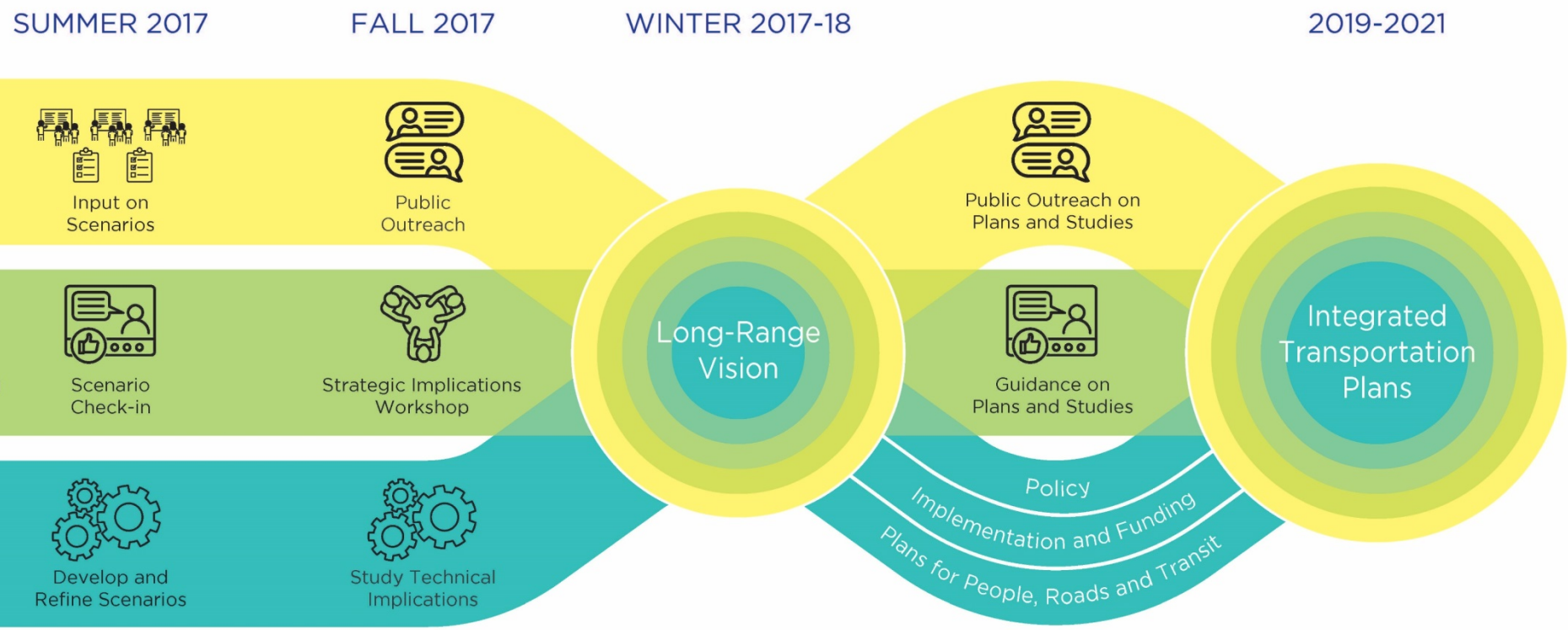
SFMTA Municipal Transportation Agency

San Francisco County Transportation Authority

San Francisco Office of Economic and Workforce Development

Seal of the City and County of San Francisco

Process



ConnectSF

Outreach Summary

FOCUS GROUPS

125 PARTICIPANTS

3 LANGUAGES OFFERED: CHINESE, ENGLISH, SPANISH

1 YOUTH GROUP

ONLINE SURVEYS

5,300 RESPONDENTS

4 LANGUAGES OFFERED: CHINESE, ENGLISH, SPANISH, FILIPINO

TARGETED OUTREACH

60+ ORGANIZATIONS ENGAGED

470 POP-UP VISITORS

700 POP-UP RESPONSES

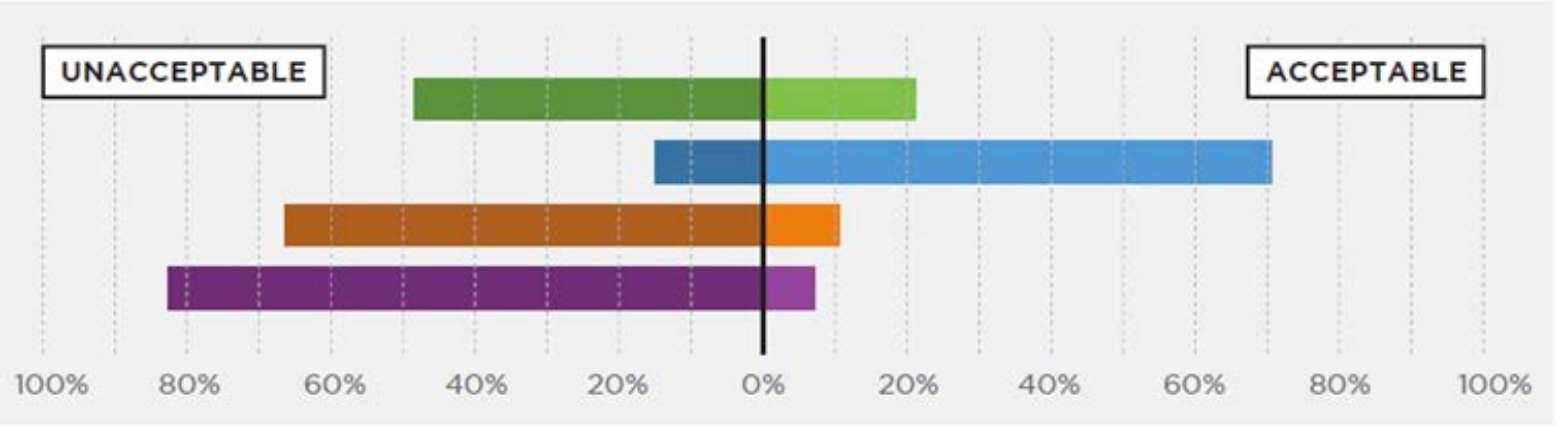
Drivers of Change

ConnectSF Givens	ConnectSF Uncertainties
• Climate change, resource scarcity, and natural disasters • Demographics and regional growth • Earthquake risk • Aging infrastructure • Public distrust in government • Rapid technological change	• *Regional Economy* • *Governance* • *21st Century Infrastructure* • *Changing Mobility Landscape* • *Public Health Influences* • *Lifestyle Choices and Values* • *San Francisco's Adaptive Capacity* • *Inequality and Polarization*

Scenario Outreach

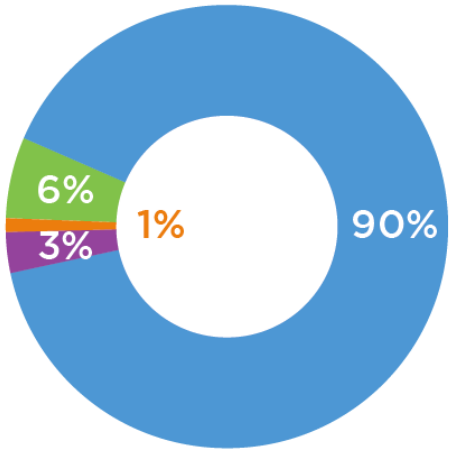
SURVEYS

Do you think this scenario is acceptable or unacceptable?



FOCUS GROUPS

What scenario did people most prefer for the future of San Francisco?



Scenarios: Mind the Gap | Building Bridges | Mosaic | Wild West, Inc.

ConnectSF

The Vision

- Equity
- Economic Vitality
- Environmental Sustainability
- Safety and Livability
- Accountability and Engagement

What's Next? Upcoming Studies

- Phase 2 is about the **projects and policies** needed to achieve the vision:
  - Transit Corridors Study
  - Streets and Freeways Study

- Phase 3 includes the two **policy and action** oriented documents,
  - SFTP 2050 (countywide transportation plan)
  - Transportation Element Update




ConnectSF

ConnectSF

DRAFT FEBRUARY 2018

ConnectSF

A VISION FOR MOVING SAN FRANCISCO INTO THE FUTURE

GIVE US YOUR FEEDBACK

Please send your feedback on the draft Vision to ConnectSF by Thursday, March 1st, 2018.
Email comments to: **connectsf@sfgov.org**

Aspiration

San Francisco is at an inflection point. People are drawn to the livability, lifestyle, and opportunities in San Francisco. The City is experiencing rapid change and tremendous growth. Our population is larger than ever before. Much of this growth is spurred by shifting demographics, preferences for city living, and an evolving technology sector that touches nearly every aspect of our lives.

It is an incredibly turbulent time to be in San Francisco, with opportunities and challenges for the future. Issues related to equity, affordability, mobility, housing, and other critical areas have perhaps never felt so urgent.

Transportation touches all of these facets of daily life. While we are making progress towards eliminating traffic deaths, installing modern bicycle infrastructure, and managing streets to improve the speed and reliability of public transportation, there remains much more to do. To be socially, economically, and ecologically resilient over the next 50 years we must tackle these challenges. San Francisco must find a way to allow future generations to live in and travel across the City with greater ease.

As we plan, build, and operate our transportation system to meet an ever-changing landscape, we are guided by durable policies and mandates, such as our 45-year old Transit First policy and citywide climate and Vision Zero goals. However, maintaining the system we have while expanding to meet tomorrow's transportation needs – and funding both activities – presents difficult choices that will shape the City for generations to come.

ConnectSF is an innovative program that has brought our agencies together with San Francisco residents to develop a unified, far-reaching vision for an effective, equitable, and sustainable transportation system. Together, our four agencies and the public will use this vision to create a new generation of transportation plans for the City – starting later this year with the citywide Transit Corridors Study and Streets and Freeways Study.

Visions are inherently aspirational but can be realized when they are based on values that reflect community sentiment and provide guideposts for future work. A multifaceted community engagement process that reached over 5,000 people created this bold vision. In turn, the vision will guide actions, decisions, and investments for San Francisco's transportation system and influence the City's development.

This vision asks each of us what it means to be a San Franciscan: what we value for ourselves and our fellow residents; what we want for San Francisco's future; which priorities and perspectives we may need to re-examine; and the trade-offs we may need to make to achieve this vision. What must we start, stop, and continue doing as a community, a City, and a region to reach the future we want?

We invite you – our fellow San Franciscans and residents of the Bay Area – to join us in realizing this vision. Working together we are confident that we can achieve a safer, more equitable, and vibrant future for all.

John Rahaim
Director, San Francisco Planning Department

Tilly Chang
Executive Director, San Francisco County Transportation Authority

Ed Reiskin
Director of Transportation, San Francisco Municipal Transportation Agency

Todd Rufo
Director, San Francisco Office of Economic and Workforce Development

Introduction

Almost every aspect of San Francisco's built environment is the product of many years of planning. What we see before us is the outcome of plans and decisions made by the community and elected officials who have preceded us.

This is especially true of our transportation infrastructure. Building and managing complex transportation systems requires carefully coordinated planning many years in advance.

Over 100 years ago, the San Francisco Municipal Railway (Muni) opened an electric streetcar line on Geary Street and became the first publicly owned and operated transit agency in the United States. From 1912 to 1928, Muni constructed the transit tunnels on Stockton Street, Twin Peaks, and the Sunset. Nearly 60 years ago, civic leaders envisioned a high-speed, regional rail network in the Bay Area and a subway tunnel for light-rail vehicles through the heart of the City. These visions have been fulfilled. BART and Muni metro service started over 40 years ago. These investments influenced the settlement and travel patterns that we see today in San Francisco and the Bay Area.

Similarly, the planning we do today can and will determine how and where generations to come will live, work, and play. The time is now to shape San Francisco for ourselves and future generations.

San Francisco's street grid is well-established, but its use has and will continue to evolve. From horse-drawn carriages and streetcar neighborhoods through the ascendence of the automobile to the technological changes we see in our streets today, the only constant has been change.

The speed of change is only likely to increase. Planning for the services and amenities we want our public rights-of-way to provide, not just protecting and enshrining the current allocations of space, will be a critical task.

The integration of transportation and land use is another important consideration that can dramatically shape a city's form and trajectory for many decades. History has shown us the ways that transportation projects mentioned before, as well as the Golden Gate Bridge, the Bay Bridge, and the demolition of the Embarcadero Freeway, have opened up new opportunities and spaces for homes, offices, shops, and recreation throughout San Francisco and the Bay Area. These were transportation projects conceived and built to spur transformative change and position San Francisco to be a world-renowned, forward-thinking City. What will San Francisco's iconic projects of tomorrow be?

Considering the transformative power of planning for both transportation and land use, San Franciscans have an opportunity to make a great City even better. But what does this City look like? Who lives here and how do they get around? How can the City use transportation improvements to close access gaps and public health gaps? What is the future San Francisco that we want to see?

WHY DO WE NEED TO PLAN DIFFERENTLY TODAY?

There are many long-range transportation and land-use plans – both within San Francisco and the region. Until now, the Planning Department, Transportation Authority, Municipal Transportation Agency, and Office of Economic and Workforce Development primarily coordinated by reviewing each other's documents in coordination with the Mayor's Office – each planning for the future, creating goals and objectives for the greater good of San Francisco. However, the outcomes we see today show that this approach needs to change.

The need for homes affordable to the growing workforce in a vibrant place like San Francisco has been greater than what the City has been able to deliver over recent decades, making living expenses for low- and moderate-income households soar and driving some people out of the City. In some cases, there is a mismatch between areas where significant development has occurred but do not have robust transportation options.

We need to continue to plan for diverse and equitable growth, allowing the City to expand its cultural diversity, and provide high-quality transportation to serve current and future residents alike.

To respond to these pressing challenges, a new approach is needed. Diverging from past processes, our agencies created ConnectSF. It is a multi-agency partnership with our community to build a comprehensive long-range vision and program that will guide and coordinate transportation investments and influence future land use decisions. In 2016-2017, ConnectSF, as one team, collaborated with San Franciscans and regional stakeholders to develop a vision of our City.

Linking the efforts of City departments with residents to envision our future ensures the greatest effectiveness of today's planning and better positions San Francisco to respond to external challenges today and in the future.

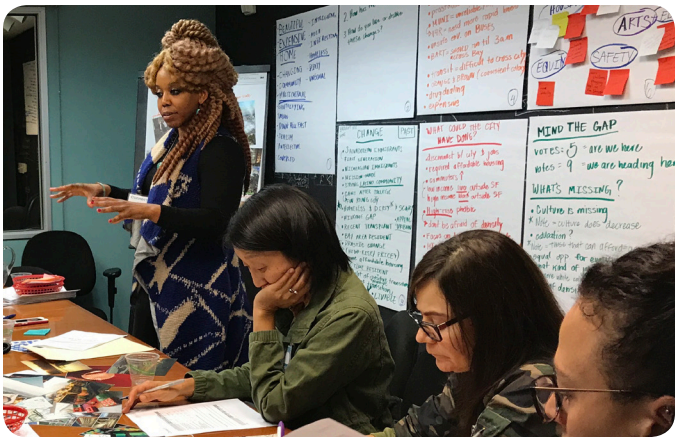
ABOUT ConnectSF

Initiated in 2016, ConnectSF was created as a citywide effort to create a comprehensive long-range vision to guide our transportation planning and investments. The program was designed to:

- Integrate land use into transportation plans and studies;
- Provide common goals and objectives for the City's transportation policies and plans;
- Consolidate and coordinate long-range transportation-related planning and funding efforts in San Francisco; and
- Account for various "drivers of change" that are shaping transportation and land use today and in the future

Creating a New Vision for San Francisco

To establish a vision for San Francisco's transportation system, our team began by asking, as a City: where have we been, where are we now, and where do we want to go? Through discussions with the ConnectSF Futures Task Force, community members, and stakeholders in focus groups, online forums, pop-up events, and other targeted outreach efforts, we collectively shaped a vision for the City that can be used as a common starting point to guide future transportation plans and decisions.



Top photo by Sandra Caballero. Bottom photo by Sergio Ruiz.

CONNECTSF GOALS

Creating a vision for the future of San Francisco's transportation system needs to begin with asking people about what they value and why. Visions are inherently aspirational but can only be realized when they are based on a set of values that reflect community sentiment.

At the program's start, the ConnectSF team asked San Franciscans what was important to them. From these efforts and in other engagements with the community, the team developed the following goals for ConnectSF and a vision of San Francisco:

Equity

San Francisco is an inclusive, diverse, and equitable city that offers high-quality, affordable access to desired goods, services, activities, and destinations.

Economic Vitality

To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.

Environmental Sustainability

The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.

Safety and Livability

People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.

Accountability and Engagement

San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.

These goals will form the basis for the City's transportation planning, serving as guideposts for planners and policymakers to evaluate policies and projects for transportation in San Francisco. This includes the development of studies related to all travel modes and infrastructure, including active transportation, transit, streets, and freeways.

THE VISION FOR SAN FRANCISCO

In this vision, San Francisco is a progressive, forward-thinking city, thriving with diverse and stable communities and active, engaged residents that shape future opportunities. The City realizes that the well-being of our residents and workers is inextricably linked to the economic and social health of the people around us, our neighborhoods, the City, and the region. And just as importantly, the community is willing to adapt itself and the City to strengthen these links.

In this future, San Francisco is vibrant, with lively, attractive, and affordable neighborhoods offering a variety of housing types, schools, and other urban amenities. It supports a dynamic economy, which attracts and retains talented people and businesses who work in a wide array of sectors.

People are drawn to San Francisco for its ability to retain and expand its diversity and inclusiveness, a defining and valued part of San Francisco. The City has made room – physical, social, and economic -- for people from all different kinds of backgrounds, experiences, and abilities. This includes historically disenfranchised individuals, including seniors, people with disabilities, youth, low-income people, people of color, immigrants, and non-English speakers. Families, residents, workers, and visitors feel safe and welcomed here.

People also come to San Francisco for its natural beauty, with its many parks and open spaces ranging from parklets and community gardens to the vast acres of Golden Gate Park and Lands' End. Policymakers and residents do not take these natural assets for granted and consciously integrate environmental priorities, such as sustainability and resiliency, into the City's economy and development.

This stewardship of our physical land also extends to responsible management and oversight of the City's built environment. The value of our urban land and public rights-of-way is reflected in how they are developed and used.

In this vision, the City and region respond to challenges with effective leadership and systems of governance. We envision new possibilities, adapt, innovate, take risks, and make the appropriate decisions at the right scale and time. Public cohesiveness and strong, transparent government processes prevent manipulation or misappropriation by special interests and allow the City to harness change to support strong outcomes for all residents.

Government has many partners in building this vision. Communities and groups previously underrepresented in the past are regularly and meaningfully engaged in providing input in new ways. Residents and City agencies work together in a flexible, organic manner.

Approaches to project financing and delivery expand, including private sector involvement and partnerships where appropriate, to deliver the best value for San Francisco. Residents and employers are willing to initiate and support meaningful change, as there are transparent mechanisms for civic engagement and discourse. The City relies on engaged residents from all walks of life to help shape transportation and land use decisions.

Regional considerations matter in this future. Policy goals in San Francisco, like those related to climate change, are aligned with those of the region and state, which result in strong economic and social connections between the City and other municipalities.

A UNIQUELY SAN FRANCISCO VISION

ConnectSF's vision is aligned with the values and attitudes found throughout San Francisco's history to its present day.

What was once a fairly inhospitable crag of untamed coastal hills, sand dunes, and marshes has played host to a suite of newcomers from its earliest days. Native Americans are the area's original inhabitants, and new arrivals came throughout the years drawn to opportunities to make a living or even strike it rich. These include Mexican ranchers and farmers (early 1800s), Gold Rush miners (mid-1800s), Chinese laborers and merchants (late 1800s), African-American shipyard workers (mid-1900s), LGBT community (1940s), and even tech workers in the last decade. The newcomers were sometimes met with reactions of unease, hostility, and occasionally outright legal or physical violence.

Another important related thread in San Francisco's history is the efforts of individuals to create a better city and world. These include labor activists (1930s to today), people involved in the peace and civil rights movements (1960s, 1970s), and the City's strong base of universities and community-based organizations that advocate for different issues or causes, such as multiculturalism, human rights, affordable housing, and others.

It is the diversity, hardships, successes, and abilities of these individuals and other groups that create the rich fabric of the City and the caliber and quirks it is known for.

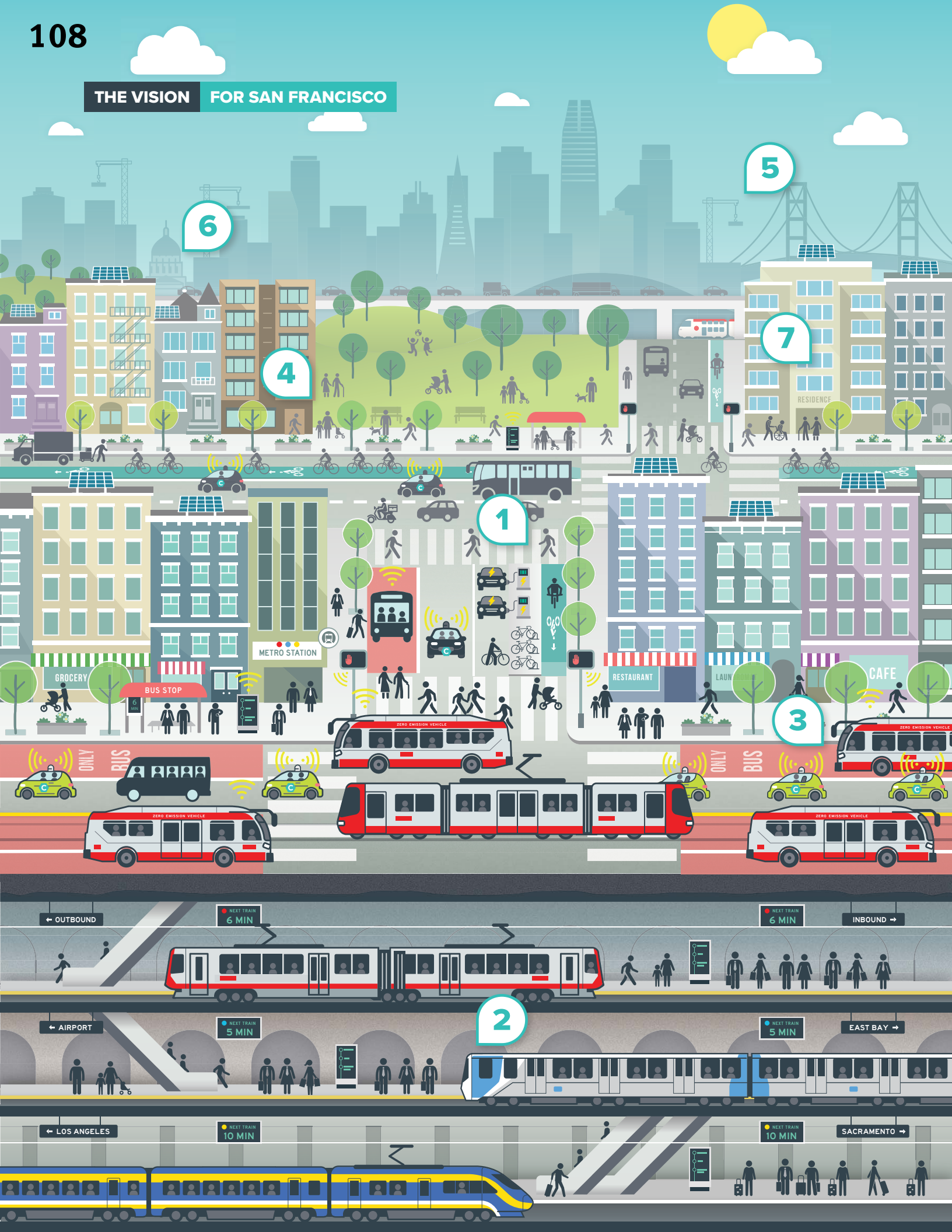
These individuals and groups were drawn to San Francisco for many reasons, not the least for its economic opportunities, entrepreneurial spirit, and tolerance. The City's land, location, and lifestyle are a few of the attributes that have attracted explorers, pioneers, activists, magnates, beatniks, hippies, and many others. San Francisco is where television, denim jeans, martinis, and popsicles were invented and where fortunes were made during the Gold Rush, Comstock silver lode, and tech booms.

This entrepreneurial, intellectual, and artistic vigor continues, though the City's economic and social diversity is increasingly under pressure and threat. To lose this diversity is to lose the vibrancy and idiosyncrasies that draw people here and makes San Francisco unique. While some residents may gravitate towards the existing conditions of their neighborhoods, it is individuals that create the character and community of our neighborhoods and the City.

To be sure, economic cycles – and the evolution of San Francisco and every city – include both high and low points. San Francisco is known for its ability to bounce back from troubled periods, usually stronger and more determined than before. Nowhere is this more evident than the City's resurgence after the devastation of the 1906 earthquake and fires; the social and political turbulence of the 1960s and 1970s; and the Great Recession of 2008. It is fitting that San Francisco's flag features the ascendant phoenix, which symbolizes rebirth and immortality.

The fortunes and indeed the future of San Francisco will likely be contingent on the nurturing of the same values and qualities that have made the City the desirable and dynamic place it is today.

THE VISION FOR SAN FRANCISCO



THE VISION FOR SAN FRANCISCO

The vision is a statement of aspiration for San Francisco's transportation system and rejects some of the potential future outcomes considered during the process, such as: unregulated innovation that creates a two-tiered transportation system, prioritizing private automobile parking over road-user safety, and narrow interests halting progress for the entire City.

Numerous transportation and mobility options are available and affordable for all (as shown in the "C" fleet of connected vehicles). There is less need for individually owned cars.

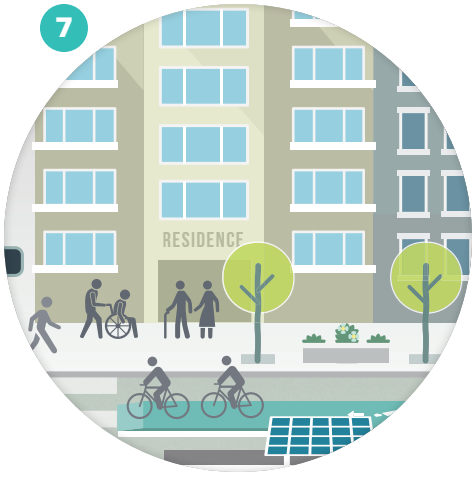
There are seamless transit connections to local and regional destinations.

Public right-of-way is dedicated to sustainable transportation modes, improving operations and efficiency.

Neighborhoods are safe, clean, and vibrant with many people walking and biking.

Infrastructure projects are developed and built more quickly and cost-effectively.

There is significant construction to meet the needs of the rising population and workforce.



There is a large increase in funding for affordable housing at all income levels.

WHAT DOES THIS MEAN FOR TRANSPORTATION AND LAND USE?

In this vision, San Francisco is a regionally minded City that maintains its unique identity. Effective governmental institutions and active residents consider community-wide and regional effects when making policy choices. This new socio-political engagement results in the development and implementation of key plans related to transportation, housing, and other important institutions.

In this future, San Franciscans are aware that proactively planning for change can better shape outcomes than reacting to changes beyond their control. San Franciscans consciously plan for diversity and inclusiveness, creating opportunities for growth while also preserving the City's unique features and socioeconomic diversity.

Land use and development proposals are effectively managed to meet the need for homes affordable to all, offices, shops, and middle-income jobs. The greater number of homes available to families and people of all income levels attracts newcomers and protects existing residents from displacement.

New compact development is placed along key transportation corridors and hubs throughout the City to make it easier for people to get around and support more distributed activity centers. Other neighborhoods also steadily add homes, offices, and shops within existing neighborhoods. The population steadily grows and is more diverse than today.

San Francisco's diversity draws newcomers and visitors. But there is an out-migration of people who desire a more suburban environment or who prefer more localized or more laissez-faire governance over a strong central government.

The City still faces issues related to equity and income disparities, but policymakers and community members are diligent on finding ways to build consensus to address such challenges and developing effective ways to reduce inequities.

Photo by Jeremy Menzies

This may mean increased taxes to provide high-quality services and to subsidize access to these services. It may also mean regulations and partnerships with businesses to ensure that transportation innovations further the public interest.

In this vision, San Francisco is a major employment hub and center for innovation. The City's and region's cosmopolitan diversity, high quality of life, strong infrastructure, and excellent schools and universities appeal to both employers and workers. While the cost of business can be high, employers find the return on their investment to be worthwhile, as the policy environment welcomes big and small companies from a wide variety of sectors.

San Francisco's growth and vigor also shape transportation infrastructure. With the rise in population, there is an increase in the demand for transportation. Congestion and automobile travel times may increase but are manageable due to robust investments in public transit and carpooling, which may include multiple new subway lines, a citywide network of bus-only lanes, and regional transit connections, like new transbay rail links and high-speed rail.

Photo by Austin Cross

Photo by SF Bicycle Coalition

Safety and public health are integral. Vision Zero goals are achieved, as world-class walking and bicycling networks elevate active transportation to be viable modes of choice for people of all ages. In fact, walking and bicycling are safe, enjoyable, and normal options for getting around.

Micro-transit or other emerging mobility services fill in gaps or otherwise complement public transit, for example in overnight and early morning hours. More affordable transportation options exist for residents, workers, and visitors. Street space is repurposed from private auto use and storage to more space-efficient shared transportation options, bicycling, and walking.

Governance of the transportation system becomes more centralized and focused on mobility management. Mobility goals, including access, equity, and affordability, provide a framework for innovation and experimentation in the interest of the public good.

The City is tasked with actively managing the movement of people and goods, not merely providing the means for that movement but also spurring new financing and management programs. Pricing access and use of infrastructure helps the City optimize the efficiency of the transportation system. These pricing programs may include taxes on the number of miles traveled by car or on auto ownership; and user charges, such as tolling and congestion pricing. These new programs direct revenues to provide better options than driving and to improve the affordability of the transportation system for vulnerable users by building upon existing programs that subsidize transit for seniors, people with disabilities, and youths.

Automated, electric, and connected vehicles of various shapes and sizes will be part of the transportation landscape allowing for flexible travel options, consistent roadway speeds, and fewer collisions. These vehicles will carry multiple passengers, reducing the number of total vehicles on the streets and the need for on- and off-street parking. This opens up space for infrastructure that supports transit and active transportation, including bus-only lanes, amenity-rich transit stations, wider sidewalks, well-connected bicycle networks, and recreational spaces. Many of these amenities contribute to improved safety and better physical health for San Franciscans and visitors alike.

Given the rapid pace of change and steadily growing population, stakeholders recognize the importance of leveraging resources to get

housing, transportation, and other infrastructure work done in a manner that is cost-effective and makes efficient use of public money. Infrastructure projects will be completed more quickly due to project streamlining through modernized systems to manage and deliver projects.

REALIZING THE VISION

The City will use this vision, through its goals and objectives, as a framework for all transportation plans and programs in San Francisco. That is, the City will develop subsequent transportation planning efforts to support and advance the vision.

However, if San Francisco is to achieve this vision, we must change the status quo. As the graphic on the following page reminds us, the City must anticipate the path towards this vision will be full of unknown challenges and opportunities.

San Franciscans must be willing to shift our thinking and behavior to be more expansive – to think about how our actions and non-actions can have an impact beyond our preferred lifestyle, our front doors, our parking spaces, and our neighborhoods.

The City must change the way we plan and deliver transportation improvements. Individuals and community groups must be engaged more meaningfully in plans and projects that affect them. It is not sufficient to hold public meetings where just a few people attend and disproportionately influence important decisions or delay planning and implementation. City agencies must work better to engage San Franciscans in a more meaningful way that builds trust with the community. We must also place greater emphasis on a plan or project's potential benefits or impacts to disadvantaged communities not only adjacent to the project but to the City as a whole.

Also key to realizing our vision is sustained, unified visionary leadership in San Francisco. We must be able to shift our governance styles and structures so that the system is more accessible and transparent, and more capable of leveraging public resources, facilitating efficient project development and implementation, and building partnerships with a diverse set of community groups and with private, non-profit, and civic institutions.

Photo by Noah Berger

As we work towards this vision, the political and technological landscape will be shifting. Innovations in automated vehicles, information technology, and goods movement will broaden both the challenges and opportunities for our transportation system. We must proactively shape and deploy innovations to meet needs of current and future residents as we collectively decide the role that they will play in moving people and goods throughout the City.

This vision will require widespread acceptance of change and the willingness to make trade-offs, pay more taxes, and give up or share power and resources. As community members, elected officials, and public agencies, we will need to temper turf battles, whether they be jurisdictional, political, or social. Agencies that serve San Francisco will have to break down barriers, be nimble, and set clear policy objectives. Many will ultimately need to re-organize to meet the new demands and high expectations of the public.

Making any of these changes is no small feat. But the payoff will be highly rewarding.

How the Vision was Developed

Whether it is our daily commute to work, a trip to the grocery store, or a policy that affects an entire city, the most mundane journey or the most well-thought-out plan can encounter bumps or pitfalls. It would be nearly impossible to plan for every obstacle that may come our way.

A better approach to cope with road blocks is to be prepared, flexible, and resourceful. For San Francisco, realizing our vision for the future would mean having plans, policies, and mindsets that embody these characteristics – as well as strong partnerships and engagement with a diverse set of community groups and private, non-profit, and civic institutions.

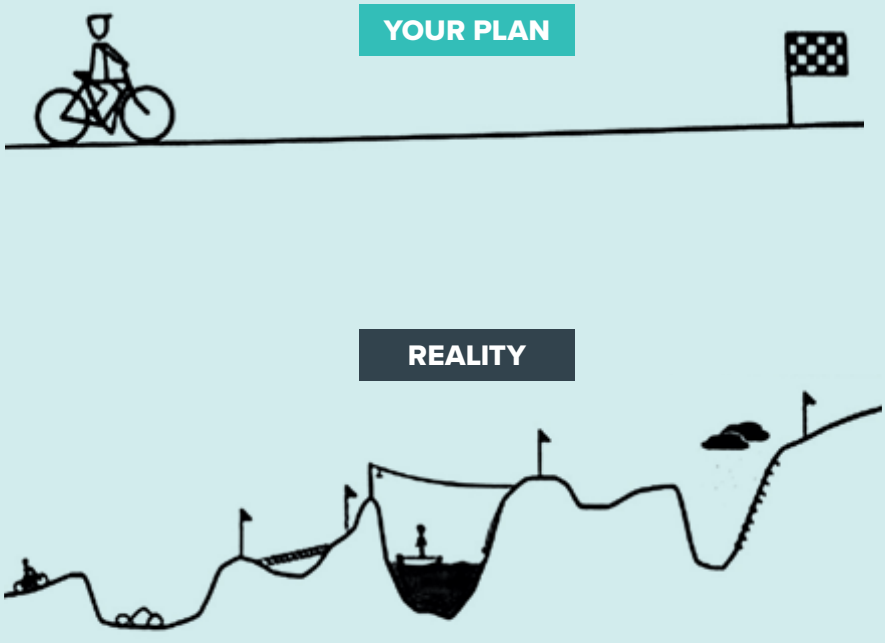
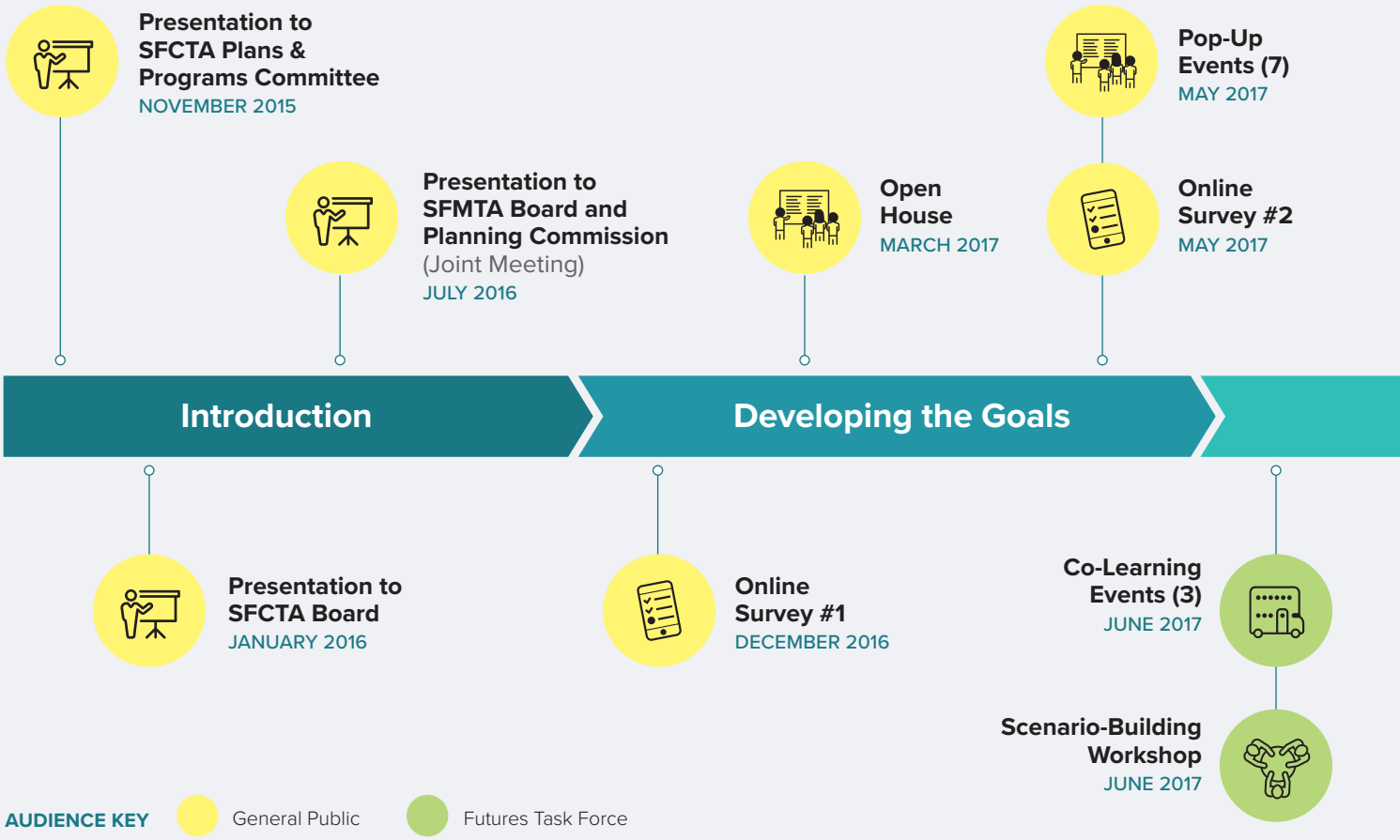


Figure 1: Outreach Process for ConnectSF Vision

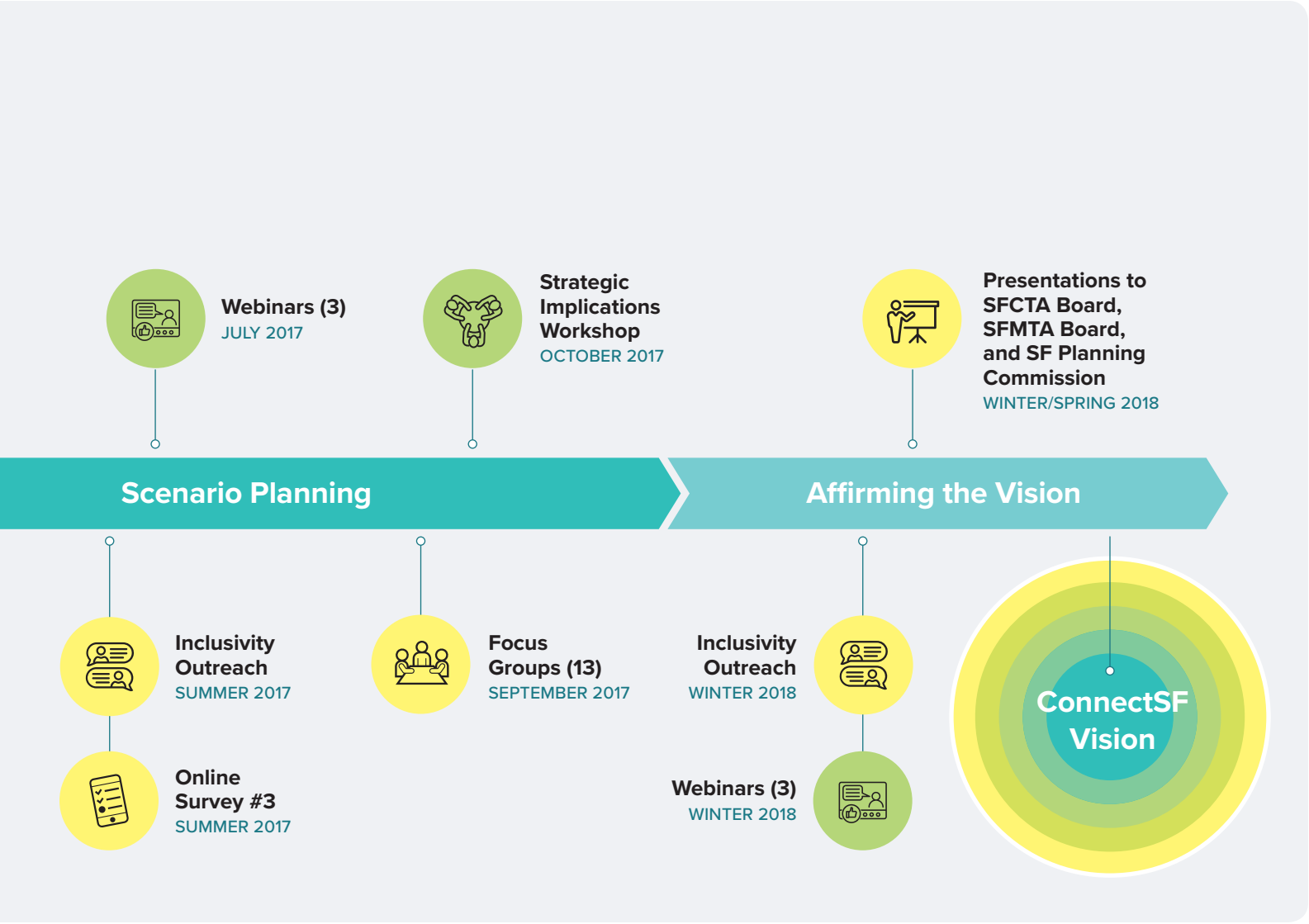


The ConnectSF vision was developed through a robust community engagement process. We talked with the public at every step leading to the creation of the vision, as mapped out in Figure 1, and summarized below.

Outreach kicked off with an online survey and pop-up events across San Francisco to shape the goals for ConnectSF. The initial goals included equity; economic vitality; environmental sustainability; and safety and livability. Subsequent outreach activities to gauge relative priorities amongst these goals were conducted through an online survey and an open house at a Bayview Hunters Point Shipyard's Citizens Advisory Committee meeting.

Upon validating the four goals, the ConnectSF initiated a scenario-planning process to develop a vision that would be based on these goals. Scenario planning encourages creative, iterative thinking about the future and factoring in external forces to encourage participants to consider how potential future scenarios may unfold. By examining these potential scenarios and their implications and trade-offs, participants examined various approaches that can shape the future, including pathways that could lead to a preferred future.

A Futures Task Force (FTF), comprised of individuals representing different perspectives of San Francisco, was convened to engage in the development of scenarios and discussions of trade-offs for possible futures for the City. Key to developing scenarios was the consideration of drivers of change that could shape the future,



FOCUS GROUPS

125 PARTICIPANTS

3 Languages offered: Chinese, English, Spanish

1 Youth Group

ONLINE SURVEYS

5,300 RESPONDENTS

4 Languages offered: Chinese, English, Spanish, Filipino

TARGETED OUTREACH

60+ ORGANIZATIONS ENGAGED

470 Pop-Up Visitors

700 Pop-Up Responses

such as climate change; earthquakes and natural disasters; demographics and regional growth; aging infrastructure; technological change; public attitudes toward government; and availability of funding. (See Figure 2.)

Understanding the drivers of change helped FTF members build scenarios that contemplated what could be in store for San Francisco in the coming decades, explore the strategic insights from different futures for San Francisco, and identify a preferred future for our City and its transportation system.

The benefit of utilizing this approach is that we retain the knowledge of other futures as we attempt to make decisions to push us in the direction of one particular future. The matrix (shown in Figure 3) and trade-offs explicit to the identified future scenarios will be utilized in our transportation and land use work. For example, we might look at how a particular major infrastructure project will increase equity across the City or how localized decision-making may prevent a large infrastructure project from occurring.

More information about ConnectSF's scenario planning process can be found in Appendix C.

Informed by findings from citywide focus groups, a second online survey, and in-person meetings with community-based organizations (CBOs), a day-long workshop with the FTF in October resulted in the development and selection of the future vision for San Francisco.

Additionally, a fifth goal about accountability and engagement was added to ConnectSF's goals as a result of consistent feedback about the need to more meaningfully engage the community in plans, projects, and policies and to speed up the implementation process. Staff subsequently met with CBOs and other groups who were unable to participate in this workshop to discuss and confirm the new goal and preferred vision for San Francisco.

At all levels of engagement, trade-off themes for each scenario were consistently identified. Selecting a preferred scenario was not just about affirming aspiration but also moving away from less desirable outcomes – specifically, a San Francisco that resists growing to meet demand and becomes a lifestyle city; allows private industry and innovation to reshape mobility without protecting the public good; and decentralizes decision-making to those who shout the loudest or represent parochial interests. There was wide agreement to move away from this.

At the end of this outreach phase, the vision was presented to the public and policymakers. More information about ConnectSF's outreach process can be found in Appendix B.

DRIVERS OF CHANGE

Huge change is coming in the decades ahead that we must prepare for today. As part of our scenario-planning process, our Futures Task Force identified external forces that will likely influence how our future unfolds. These drivers of change can be social, technological, economic, environmental, and/or political and can represent both opportunities and challenges. In all cases, the exact nature of those impacts and changes are not known.

Of the many drivers of change the Futures Task Force considered (see Figure 2), social and political will and equity and economic polarization emerged as the most important to consider. These two uncertainties were used to build four different scenarios, characterized by the matrix depicted in Figure 3. This framework helped the Futures Task Force and people engaged during outreach to identify a preferred scenario, which is the basis of the ConnectSF vision.

Figure 2: Drivers of Change

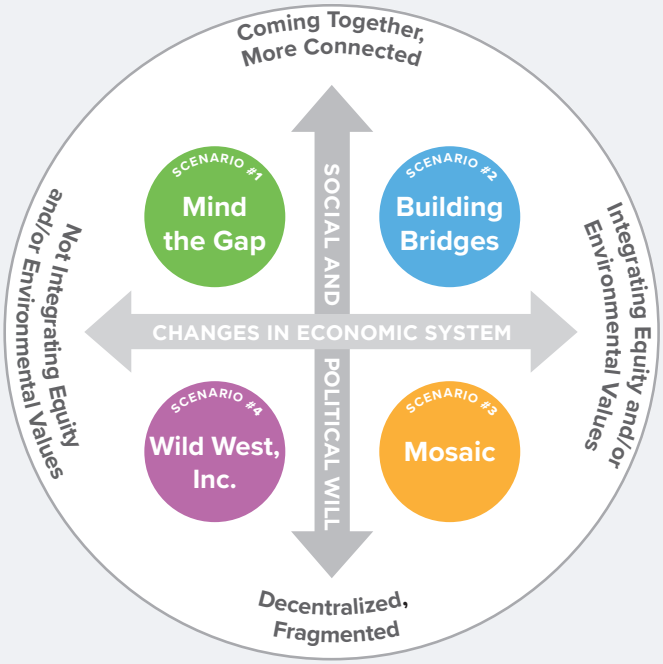
GIVENS

- Aging infrastructure
- Climate change
- Demographics and regional economy
- Earthquake and/or other natural disasters
- Public distrust in government
- Rapid technological change
- Resource scarcity

UNCERTAINTIES

- 21st century infrastructure
- Changing mobility landscape
- Evolving urban spaces
- Future governance
- Inequality and polarization
- Lifestyle choices and values
- Public health influences
- Regional economy
- San Francisco's adaptive capacity

Figure 3: Potential Future Scenarios

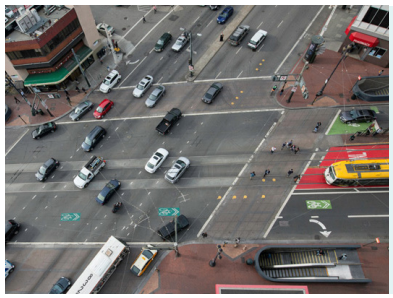


Next Steps

The vision is the first phase of the ConnectSF program. Its content, goals, and objectives (described in Appendix D) will provide the foundation of the program's remaining efforts, which seek to provide a path to our preferred future and the transportation system that will serve it.

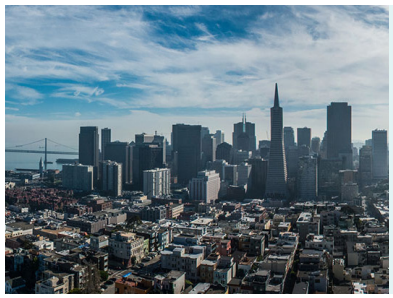
Phase 2 of ConnectSF will dive into the details of what needs to happen to achieve the vision and examine its implications for land use and travel patterns in 2050. This second phase includes the following efforts:

Transit Corridors Study will identify, develop, assess, and prioritize the next generation of major local and regional transit corridor investments that San Francisco should pursue to achieve the vision.



Streets and Freeways Study will identify a preferred long-range scenario for the network of freeways and streets in San Francisco, including policies and strategies for repurposing public rights-of-way for active transportation and non-motorized uses, managing curb space, and addressing the overall efficiency of streets and freeways.

Building on the work completed in the Transit Corridors Study and the Streets and Freeways study, Phase 3 of ConnectSF will include the following:



San Francisco Transportation Plan 2050 will integrate the findings of the Transit Corridors Study and Streets and Freeways Study to develop an investment plan and prioritize projects that will be funded and built.

Update of the **Transportation Element**, which is an integral component of the City's General Plan, will codify the policies that would frame these and other transportation projects and plans in San Francisco.

Acknowledgments

The ConnectSF team expresses their gratitude to the individuals who took time to talk to us at outreach events, respond to surveys, participate in focus groups, and review materials. Their contributions helped shape our work and the vision for San Francisco.

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