



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: 6:00 p.m., Wednesday, March 25, 2015
Location: 1455 Market Street, 22nd Floor
Members: Christopher Waddling (Chair), Wells Whitney (Vice Chair), Brian Larkin, John Larson, Santiago Lerma, Eric Rutledge, Jacqueline Sachs, Raymon Smith and Peter Tannen

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6:00	1. Committee Meeting Call to Order	
6:05	2. Chair’s Report – INFORMATION	
6:10	Consent Calendar	
	3. Approve the Minutes of the February 25, 2015 Meeting – ACTION*	5
	4. Adopt a Motion of Support for the Award of a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000, for General Legal Counsel Services and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	11

The Transportation Authority maintains a contract with the City and County of San Francisco Office of the City Attorney for routine contract legal matters, and retains Nixon Peabody LLP and Squire Sanders & Dempsey LLP as bond counsel. We also contract with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract is in its fifth year and expires this month. The Transportation Authority’s policy is to competitively re-bid professional services contracts after five years. Thus, on December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, we received seven responsive bids, which included both a technical and cost component. On January 16, we issued an invitation to interview four firms. Interviews were conducted on January 21 by a selection panel comprised of Transportation Authority staff. Based on this competitive selection process, the selection panel recommended award of a legal counsel services contract to the two highest-ranked firms, Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen). Giving the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Therefore, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand). **We are seeking a motion of support for the award of a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000, for general legal counsel services, and authorizing for the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

5. **Adopt a Motion of Support for the Award of an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000, for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park and for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*** 15

The Transportation Authority is seeking planning, engineering, and environmental services as needed to secure project approval from the California Department of Transportation and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue, and to prepare a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, as part of the I-280 interchange modifications at Balboa Park Project. This work stems from recommended in the Balboa Park Station Area Circulation Study Final Report, which the Transportation Authority adopted last June. On February 6, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning, engineering, and environmental services for the project. By the March 9, 2015 deadline, we received two proposals. A review panel comprised of Transportation Authority staff reviewed the proposals and interviewed both firms on March 18, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of AECOM Technical Services, Inc. (AECOM). **We are seeking a motion of support for the award of an 18-month contract to AECOM in an amount not to exceed \$450,000, for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park, and authorizing for the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

6. **CAC Appointment – INFORMATION**

The Plans and Programs Committee will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its April 21 meeting. This vacancy resulted from the resignation of Angela Minkin due to her travel schedule and other obligations. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac. **This is an information item.**

End of Consent Calendar

- 6:25 7. **Adopt a Motion of Support for the Allocation of \$350,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*** 25

As summarized in Attachments 1 and 2, we have three requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$350,000 in Prop K funds to present to the Citizens Advisory Committee (CAC). Attachment 3 summarizes our recommendations. The projects include installation of three bicycle barometers similar to the one on Market Street between 9th and 10th Street at to-be-identified locations (\$97,500); promotion, day-of events, and evaluation of Bike to Work Day 2015 (\$76,000); and advanced planning for project corridors identified in the 2013 Bicycle Strategy, including identification of feasible measures and coordination opportunities, development of recommendations for each project corridor similar to the approach taken to develop the WalkFirst Investment Strategy, and conceptual design of three project corridors (\$176,500). At the CAC meeting, staff from the SFMTA will present an overview of the 2013 Bicycle Strategy, which set the vision and goals to make bicycling a part of everyday life in San Francisco. **We are seeking a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

- 6:55 8. **Rail Capacity Study Update – INFORMATION*** 87

The San Francisco Municipal Transportation Authority (SFMTA) is developing a Rail Capacity Strategy that identifies and prioritizes improvements to existing infrastructure and system expansion needed to help meet future ridership demand. Strategies include alleviating bottlenecks, improving the vehicle fleet, expanding or extending the light rail system, and building system resiliency. Initial engineering will be conducted for near term improvements that can be delivered in the next five years. Long term improvements identified in the strategy will inform the new Metropolitan Transportation Commission-led San Francisco Bay Area Core Capacity Transit Study as well as the next San

Francisco Transportation Plan and Regional Transportation Plan (also known as Plan Bay Area) updates. SFMTA staff will provide an update on the Rail Capacity Study at the March CAC meeting. **This is an information item.**

7:20 9. Major Capital Projects Update – Central Subway – INFORMATION* 101

2014 was another milestone year for the Central Subway project. Work on the \$233 million tunnels contract reached a major milestone in June, when both tunnel boring machines completed the tunnel bores from the launch box under I-80 to the extraction pit in North Beach. The contractor also completed the construction of the headwalls for the three underground stations and all five cross passages between the tunnels. Substantial completion of this contract is expected in April 2015. Work is also underway on the largest single construction contract ever awarded by the San Francisco Municipal Transportation Agency: the \$840 million Stations and Systems contract. The contractor, Tutor Perini will construct the three underground stations, the surface station, and the overall systems for the project. In January, work ramped up at the Union Square station after the removal of the Winter Walk, an urban park and open space which was installed for the holidays. At that station, pile installation has been completed and work has commenced at the Union Square garage. Slurry wall installation on the perimeter walls for the Chinatown Station headhouse has been completed, and construction has begun on the roof slab at the Yerba Buena/Moscone station. As of the end of January, this contract was 26.88% complete. Substantial completion of this contract is scheduled for February 2018. As of December 31, 2014, the project had paid out \$95.57 million to Small Business Enterprises. With a budget of \$1.578 billion, revenue service is anticipated by December 2018. **This is an information item.**

7:30 10. State and Federal Legislative Update – INFORMATION* 109

Every month we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills, and the positions previously adopted by the Transportation Authority. February 27 was the last day to introduce a bill to be considered this session, so there were a lot of additions to the matrix this month. At the meeting, we will also provide an overview of proposed express lanes legislative changes that were published by the California State Transportation Agency (attached) and are expected to be incorporated into a budget trailer bill. At its March 10 meeting, the Finance Committee recommended a support position on Assembly Bill (AB) 40 (Ting), AB 227 (Alejo), AB 378 (Mullin), AB 464 (Mullin), AB 516 (Mullin), AB 1265 (Perea), AB 1287 (Chiu), Assembly Constitutional Amendment 4, Senate Bill (SB) 321 (Beall), and SB 564 (Cannella), and an oppose position on AB 1138 (Patterson) and AB 1160 (Harper). **This is an information item.**

7:45 11. Introduction of New Business – INFORMATION

7:50 12. Public Comment

8:00 13. Adjournment

* Additional materials

Next Regular Meeting: April 22, 2015

CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE AUTHORITY AT (415) 522-4817

The Hearing Room at the Transportation Authority offices is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 6, 9, 9L, 14, 14L, 21, 47, 49, 71, 71L, and 90. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on 11th Street.

CAC Meeting Agenda

In order to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the Transportation Authority accommodate these individuals.

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

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.

DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

February 25, 2015 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:00 p.m. CAC members present were Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Tannen, Chris Waddling (Chair) and Wells Whitney. Transportation Authority staff members present were Liz Brisson, Amber Crabbe, Cynthia Fong, Ryan Greene-Roesel, Rachel Hiatt, Anna LaForte, Maria Lombardo, Mike Pickford and Chad Rathmann.

2. Chair's Report – INFORMATION

Chair Waddling explained that Myla Ablog had missed four of the last 12 CAC meetings and therefore her membership was automatically terminated, but that she could be reappointed by the Board and was interested in seeking reappointment.

Chair Waddling announced that staff would offer an ethics and Brown Act training tailored for CAC members and that members should expect to be contacted about potential training dates.

Jacqueline Sachs commented that the September CAC meeting could conflict with a holiday. Maria Lombardo, Chief Deputy Director, responded that the meeting had already been rescheduled and offered to re-send the meeting schedule to CAC members.

Consent Calendar

3. Approve the Minutes of the January 28, 2015 Meeting – ACTION

4. Internal Accounting and Investment Report for the Six Months Ended December 31, 2014 – INFORMATION

5. State and Federal Legislative Update – INFORMATION

There was no public comment.

Brian Larkin moved to approve the Consent Calendar. Peter Tannen seconded the motion.

The Consent Calendar was approved unanimously.

End of Consent Calendar

6. Adopt a Motion of Support for the Allocation of \$1,752,502 in Prop K Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

John Larson noted that the restoration of the Great Highway had come up at a previous CAC meeting and asked whether there was a long-term plan and schedule to transform the Great Highway into a non-motorized trail. Oscar Gee, Project Manager, with San Francisco Public

Works (SFPW), replied that currently there was no schedule, but that SFPW was working with SPUR and other stakeholders on concepts. He added that establishing responsibility for maintenance of a potential trail was a key point in developing a trail project. Mr. Larson asked whether SFPW would be responsible for maintenance if the Great Highway was rebuilt as a vehicular roadway. Mr. Gee responded in the affirmative.

Santiago Lerma asked what “permanent restoration” meant and what would happen with the portion of the former roadway width that would no longer be used under the proposal. Mr. Gee replied that the road would be one-way, with southbound traffic shifted onto the former northbound lane and what had been the southbound lane would be abandoned. He added that there was a possibility of using the former southbound roadway for pedestrians and bicyclists, but that there were concerns with erosion.

Peter Tannen asked whether there would be a barrier protecting the northbound bike lane on San Jose Avenue in addition to the proposed barrier along the southbound lane. Craig Raphael, with the San Francisco Municipal Transportation Agency (SFMTA), replied that the barrier would only be along the southbound lane. Mr. Tannen said that it was not clear how southbound cyclists on Dolores Street would get to southbound San Jose Avenue. Mr. Raphael said that SFMTA would follow up. Mr. Tannen said that in the past a barrier protected bike facility along the Bernal Cut often collected debris and asked whether the proposed facility would suffer similarly. Mr. Raphael said that he imagined SFPW would clean the San Jose Avenue bike lane similarly to how it cleaned Market Street bike facilities.

Mr. Tannen referred to an exhibit for the proposed 7th Avenue and Lincoln Way project and asked what roadway width resulting from narrowing one traffic lane by one foot would be used for. Mr. Raphael said that SFMTA would follow up. Mr. Tannen asked whether there were detailed diagrams for the traffic calming implementation proposal locations. Mr. Raphael said that the purpose of the current request was to enable SFMTA to produce the detailed design drawings. Mr. Tannen asked whether there was a list of the 45 proposed locations in the WalkFirst Phase 1 project. Mr. Raphael said that there were currently 90 locations from which SFMTA would choose 45 and Ms. LaForte referenced the list attached to the allocation request.

Chair Waddling asked whether there had been consideration of a barrier protected northbound bike lane on San Jose Ave. Mr. Raphael replied that the southbound lane was the priority and he believed a northbound barrier protected bike lane was not feasible.

There was no public comment.

Wells Whitney moved to approve this item. Santiago Lerma seconded the motion.

The motion was approved unanimously.

7. Adopt a Motion of Support for approval of the San Francisco Freeway Corridor Management Study Phase 1 Report – ACTION

Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

Wells Whitney asked whether the Transportation Authority was involved solely in the San Francisco study, or whether all the related efforts were one large project or otherwise being coordinated. Ms. Hiatt responded that the Transportation Authority was the lead agency only for the San Francisco Freeway Corridor Management Study and not for other related efforts outside of San Francisco. She added that different projects throughout the corridor had different agency leads, but that the agency teams coordinated with each other.

Mr. Whitney stated that the increase in travel demand seemed substantially more than could be accommodated by the strategies proposed, and that strategies such as major increases in Caltrain capacity and bus rapid transit on US 101 might be needed to achieve the goals. Chief Deputy Lombardo agreed that this type of comprehensive, multimodal approach to peninsula corridor travel demand was really needed and that there seemed to be some political momentum growing for this kind of planning. She cited Assembly Bill 378, introduced by Assemblyman Mullin, which at this point was a policy statement/challenge to the state, regional and local agencies along the corridor to come to consensus on improvements that can be made quickly in the corridor. Ms. Lombardo noted that this provides a potential legislative vehicle for FCMS and related recommendations. Ms. Hiatt added that each of the four types of strategies presented would not alone meet the goal of managing demand, but together they might and that analysis would happen in Phase 2.

Peter Tannen asked about the status of the Alemany Interchange Multimodal Improvement Study and Cesar Chavez East Transportation Study identified on page nine of Enclosure A. Deputy Director for Policy and Programming, Anna LaForte, said the Transportation Authority was waiting to hear if Caltrans would award a planning grant for the Alemany study that would supplement proposed Neighborhood Transportation Improvement Program (NTIP) planning funds. With respect to the Cesar Chavez East project, she said that the Transportation Authority and SFMTA were currently engaged in discussions with the District 10 Supervisor to see if NTIP capital funds could be used to implement some of the near-term recommendations.

Santiago Lerma asked why the I-280 high occupancy vehicle (HOV) lane was removed. Ms. Hiatt stated that after the 1989 Loma Prieta earthquake, many segments of the freeway were damaged and closed, and so the California Department of Transportation converted some HOV lanes to mixed flow lanes to provide more single-occupant vehicle capacity.

During public comment, Roland LeBrun stated that the Santa Clara Express Lanes would be free for carpools, not discounted. He also stated that major expansion in Caltrain capacity and potentially high-speed rail was needed to provide sufficient capacity in the corridor.

Peter Tannen moved to approve this item. John Larson seconded the motion.

The motion was approved with a vote of six in favor, with Wells Whitney abstaining.

8. Major Capital Projects Update – I-80/Yerba Buena Island Interchange Improvement Project – INFORMATION

Eric Cordoba, Consultant Engineer, presented the item per the staff memorandum.

There was no public comment.

9. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535 – ACTION

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

There was no public comment.

Wells Whitney moved to approve this item. Brian Larkin seconded the motion.

The motion was approved unanimously.

10. Final Report of the Late Night Transportation Working Group – INFORMATION

Liz Brisson, Senior Transportation Planner, and Ben Van Houten of the Office of Economic and Workforce Development, presented the item.

Chair Waddling asked whether the survey contained information about how late night transportation needs varied among residents who lived in different parts of San Francisco and the region. Ms. Brisson said that the survey was an opt-in that represented a population of individuals who cared about late night transportation issues. She added that the survey included home zip code and that the data set was available for anyone wishing to do additional analysis and cross-tabs.

Jacqueline Sachs asked whether any Muni operators participated in the Working Group, noting that the 3-Jackson changes that occurred during the Transit Effectiveness Project were problematic. Ms. Brisson said that the San Francisco Municipal Transportation Agency had participated in the working group, but not a Muni operator in particular. She added that this phase of work had not done any detailed service planning, but in implementing the follow-on recommendation to consider refreshing late night bus service that a Muni operator could be invited to participate.

Santiago Lerma asked whether a lot of people rode the existing late night Alameda-Contra Costa County Transit District (AC) buses. Ms. Brisson said as part of the Late Night Working Group effort transit ridership data had been summarized, and that while she did not have it readily available she could forward it to Mr. Lerma and other interested CAC members. Mr. Van Houten added that as a part of the Bay Area Rapid Transit-AC Transit late night service pilot, ridership would be evaluated mid-way to inform next steps for the pilot's conclusion.

There was no public comment.

11. **Improving West Side Strategic Analysis Report – INFORMATION**

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

John Larson asked how the West Side would be defined. Ms. Greene-Roesel indicated that although the Strategic Analysis Report (SAR) was initiated by Commissioner Tang, it would address more than just the Sunset District. She said Commissioner Tang was interested in the committee's feedback on how to define the boundaries. Mr. Larson added that he would be interested in seeing District 7 included in the analysis. He said that the 19th Avenue Transit Project illustrated a lot of the challenges in the area, which included intermodal connections and service frequency issues. He said light rail down Sloat Avenue had been considered in the past, and could be considered again along with bus rapid transit. He asked whether focus groups would be held. Ms. Greene-Roesel said that staff intended to suggest that the commissioner convene a working group to meet two to three times during the study, and that other types of focused outreach could be considered.

Brian Larkin asked whether the Richmond District would be included, and that service improvements beyond what was already planned for the Geary Corridor Bus Rapid Transit were needed, especially since it could quickly reach capacity.

Jacqueline Sachs requested that the study examine the 2-Clement route.

Santiago Lerma asked whether a Bay Area Rapid Transit (BART) extension to the West Side was being considered. Ms. Greene-Roesel responded that it was not, but could be referenced as part of visioning, and that land use densities were part of the constraint.

Maria Lombardo, Chief Deputy Director, noted that the SAR was happening at the same time

as the Metropolitan Transportation Commission's Core Capacity Transit Study examining Muni Metro and BART transbay corridor capacity needs – looking at both rail improvements and shorter term improvements such as expanded bus service. She said that relevant SAR recommendations could potentially be incorporated into the Core Capacity Transit Study, if, for example, the SAR evaluated express bus connections to downtown or to major transit hubs.

Wells Whitney indicated his support for red transit lanes, and stated that a mix of investments were needed.

There was no public comment.

12. State Road Usage Charge Pilot Program Update – INFORMATION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Chair Waddling asked why the State was not just looking at odometer readings. Ms. Crabbe responded that a higher-tech method would allow tracking not just of total miles traveled but also whether those miles were on public roads within the state. She said that using global positioning systems would also allow multi-tiered pricing schemes such as charging less per mile to drive off-peak or on less congested roadways. Ms. Crabbe added that these devices could have co-benefits such as providing safety and congestion alerts.

Wells Whitney said he supported the idea of a road usage charge and saw it as a way to raise money to supplement the gas tax. He proposed that the state should incentivize private sector participation to get the right technology.

Brian Larkin asked why the gas tax couldn't be raised since it was a much simpler way to collect revenue. He noted that the gas tax was performing fine today, and that it would be ten years before there was a significant enough shift in fuel efficiency to seriously degrade revenue. Ms. Crabbe replied that it could take ten years to implement a road usage charge. Maria Lombardo, Chief Deputy Director, added that several states had recently raised their gas taxes.

John Larson asked how the state could avoid providing a disincentive for low emission vehicles. Ms. Crabbe responded that these drivers would still benefit by not having to pay for fuel. Mr. Larson volunteered to participate in the pilot program.

There was no public comment.

13. Introduction of New Business – INFORMATION

Jacqueline Sachs requested that the CAC receive updates on the Presidio Parkway and Central Subway projects. Ms. Lombardo noted that Central Subway would be on the April CAC agenda and Presidio Parkway would follow shortly thereafter.

Santiago Lerma requested that the CAC receive information on changes proposed for Mission Street as part of Muni Forward.

There was no public comment.

14. Public Comment

During public comment, Roland LeBrun described a video on railroad crossing safety equipment used in Great Britain that he suggested could be used along the Caltrain corridor and asked staff to pass the link along to CAC members.

Adjournment

The meeting was adjourned at 8:12 p.m.



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Memorandum

Date: 03.15.15 **RE:** Citizens Advisory Committee
March 25, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for the Award of a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000, for General Legal Counsel Services and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority maintains a contract with the City and County of San Francisco Office of the City Attorney for routine contract legal matters, and retains Nixon Peabody LLP and Squire Sanders & Dempsey LLP as bond counsel. We also contract with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract is in its fifth year and expires this month. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years. Thus, on December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, we received seven responsive bids, which included both a technical and cost component. On January 16, we issued an invitation to interview four firms. Interviews were conducted on January 21 by a selection panel comprised of Transportation Authority staff. Based on this competitive selection process, the selection panel recommended award of a legal counsel services contract to the two highest-ranked firms, Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen). Giving the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Therefore, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand). **We are seeking a motion of support for the award of a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000, for general legal counsel services, and authorizing for the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

BACKGROUND

The Transportation Authority contracts with City departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff. At present, the City Attorney's Office advises the Transportation Authority in resolving routine contract legal matters and Nixon Peabody LLP and Squire Sanders & Dempsey LLP act as bond counsel for the Transportation Authority's commercial paper program. The Transportation Authority currently contracts with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract is in its fifth year and expires on March 31, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years.

DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of a legal services contract to Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen) to serve as

its general counsel for an initial period of three years. Giving the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Thus, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand).

Legal services will be requested on an hourly reimbursable basis, plus expenses, and may include, but are not limited to, the following categories of action:

1. **Parliamentary Procedure, Transportation Authority Board and Citizens Advisory Committee Rules.** Attendance at board and committee meetings, consultation on Rules of Order, Ralph M. Brown Act, Administrative Code, Elections Code, and conflict of interest issues. Attendance at meetings will be on an as-needed basis, upon request from the Transportation Authority's Executive Director.
2. **Administration.** Advise on all labor-related issues such as benefits, hiring, discipline, termination, and review of internal policies and procedures. As needed, review and/or draft legal documents including contracts, specifications, or standard grant agreements, including necessary legal opinions on restrictions, revisions, claims, default liability, protests and appeals.
3. **Financial.** Assist in the review of financial, budgetary and debt program matters, including developing opinions on debt issuance documents and offering memoranda, Transportation Authority financial presentations, representations and audit documents, budget inquiries, and review of investment, debt and fiscal policies.
4. **Sales Tax and Vehicle Registration Fee Administration.** Address questions regarding the validity, collection, administration and use of sales tax and vehicle registration fee revenues. Assist with the interpretation of the Expenditure Plan and Transportation Authority Strategic Plan funding requirements, categories and subcategories, requirements applicable to the Transportation Authority and sponsoring agencies; reimbursement eligibility; applicability of environmental and other state or federal requirements; and the like.
5. **Congestion Management Agency, Transportation Fund for Clean Air, Vehicle Registration Fee for Transportation Improvements (Prop AA) and Treasure Island Mobility Management Agency Programs.** Review issues of jurisdiction and legal authority, environmental requirements, restrictions, formation and legislation, and state and federal requirements.
6. **Legislation.** Assist in drafting or reviewing legislation and the legislative process.
7. **Litigation.** Prepare necessary documents and provide legal representation in court as required to initiate and prosecute or respond to lawsuits.
8. **General Advice.** Provide verbal or written advice, as requested by the Transportation Authority, on questions concerning the conformity of any contemplated Transportation Authority action with applicable law and other matters.

Procurement Process: On December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, 2015, we received seven proposals in response to the RFP. One additional proposal was disqualified due to its submission past the due date and time. The review panel, consisting of three Transportation Authority staff from various divisions, reviewed the proposals based on the qualifications and other criteria detailed in the RFP. The panel interviewed four firms on January 21, 2015. Based on the selection panel's evaluation of the proposals, the review panel

recommended award of the contract to the two highest-ranked firms of Nossaman and Wendel Rosen. These firms provide a robust set of skills, specialists, and relevant experience. In particular, Nossaman builds upon a proven track record of performance, and Wendel Rosen demonstrates a strong set of qualifications and management approach.

We will receive federal financial assistance to fund a portion of this procurement, and will adhere to federal regulations pertaining to Disadvantaged Business Enterprises (DBE). For this contract, we have established a DBE goal of 10%, accepting certifications issued by the Transportation Authority, the City and County of San Francisco, the California Unified Certification Program and the California Department of General Services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Daily Journal, Nichi Bei Weekly, San Francisco Bay View, San Francisco Examiner, San Francisco Chronicle, Small Business Exchange, and the Western Edition. We also distributed the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

The Nossaman team has pledged a total DBE utilization of 10% through its DBE-certified subcontractor, Law Offices of Alexis S. M. Chiu. The Wendel Rosen team has pledged a total DBE utilization of 10% and is in the process of assisting Curls Bartling P.C., its subcontractor—already certified as a Minority-owned Business Enterprise, Women-Owned Business Enterprise, Small Business Enterprise, and Local Business Enterprise—with its DBE certification.

ALTERNATIVES

1. Adopt a motion of support for the award of a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000, for general legal counsel services, and authorizing for the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support for the award of a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000, for general legal counsel services, and authorizing for the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This contract will be funded from a combination of federal, state, regional and Prop K funds. The first year's activity was included in the Transportation Authority's amended Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Adopt a motion of support for the award of a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000, for general legal counsel services, and authorizing for the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.




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Memorandum

Date: 03.19.15 **RE:** Citizens Advisory Committee
March 25, 2015

To: Citizens Advisory Committee 

From: Lee Saage – Deputy Director for Capital Projects

Subject: **ACTION** – Adopt a Motion of Support for the Award of an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000, for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park and for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is seeking planning, engineering, and environmental services as needed to secure project approval from the California Department of Transportation and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue, and to prepare a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, as part of the I-280 interchange modifications at Balboa Park Project. This work stems from recommended in the Balboa Park Station Area Circulation Study Final Report, which the Transportation Authority adopted last June. On February 6, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning, engineering, and environmental services for the project. By the March 9, 2015 deadline, we received two proposals. A review panel comprised of Transportation Authority staff reviewed the proposals and interviewed both firms on March 18, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of AECOM Technical Services, Inc. (AECOM). **We are seeking a motion of support for the award of an 18-month contract to AECOM in an amount not to exceed \$450,000, for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park, and authorizing for the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

BACKGROUND

In June 2014, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report. This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280. The Transportation Authority is leading the effort to implement these recommendations and seeks planning, engineering, and environmental professional services to support the next phase of work.

DISCUSSION

The purpose of this memorandum is to summarize the procurement process and recommend the award of an 18-month contract for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park to AECOM Technical Services, Inc. (AECOM). The main objectives of this phase of work are to produce a Ramp Closure Analysis for the northbound I-280 on-

ramp from Geneva Avenue; advance design of the southbound I-280 off-ramp to Ocean Avenue realignment to the 30% level; produce the Project Study Report/Project Report documentation for the southbound I-280 off-ramp to Ocean Avenue, required by California Department of Transportation (Caltrans) for projects that affect highways within their jurisdiction; and prepare required Environmental Documentation (California Environmental Quality Act and National Environmental Policy Act) and updated capital costs for the southbound I-280 off-ramp to Ocean Avenue. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41. Our initial schedule anticipates completion of the Ramp Closure Analysis for Element 1 by early 2016 and the project development phase for Element 2, including environmental review and a signed PSR/PR by all parties, by July 2016.

Procurement Process: We issued a Request for Proposals (RFP) for planning, engineering, and environmental services on February 6, 2015. We held a pre-proposal conference on February 17, 2015, which provided opportunities for small businesses and larger firms to meet and form partnerships. Ten firms attended the conference.

For this contract, we established a Disadvantaged, Local, and Small Business Enterprises (DBE/LBE/SBEs) goal of 28%, accepting DBEs certified by the Transportation Authority or the California Unified Certification Program, LBEs certified by the City, SBEs certified by the California Department of General Services (CA DGS), or a combination of DBEs, LBEs, and SBEs totaling 28% will satisfy the DBE/LBE/SBE goal. We took steps to encourage participation from DBE/LBE/SBEs, including advertising in eight local newspapers: the Ingleside-Excelsior Light, Nichi Bei Weekly, Small Business Exchange, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, The Western Edition, and World Journal. We also distributed the RFP to certified DBE/LBE/SBEs, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of March 9, 2015, we received two proposals. The review panel consisting of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposers' understanding of project objectives, technical and management approach, and capabilities and experience. The panel interviewed both teams on March 18, 2015. Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of AECOM. The recommended team distinguished itself on the basis of: 1) its strong technical management approach focused on risk management, strong quality assurance/quality control, and a clear plan to move quickly through the Caltrans process; and 2) its capabilities and experiences including the project manager's Caltrans experience and team members' successful recent completion of other Project Study Reports for similar projects.

Both teams' proposals exceeded the 28% DBE/LBE/SBEs goal. The AECOM team includes 29% DBE participation from three firms: Asian Pacific-owned firms CHS Consulting Group and WRECO, and women-owned firm Merrill Morris Partners. CHS Consulting Group and Merrill Morris Partners are also based in San Francisco.

ALTERNATIVES

1. Adopt a motion of support for the award of an 18-month contract to AECOM in an amount not to exceed \$450,000, for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park and for authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support for the award of an 18-month contract to AECOM in an amount not to exceed \$450,000, for planning, engineering, and environmental services for the I-280

interchange modifications at Balboa Park and for authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.

3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Budget for services identified in this contract will be provided by funds from Prop K sales tax funds appropriated through Resolution 15-41. The first year's activity is included in the Transportation Authority's amended Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Adopt a motion of support for the award of an 18-month contract to AECOM in an amount not to exceed \$450,000, for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park and for authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. I-280 Interchange Modifications at Balboa Park Scope of Services

Attachment 1
I-280 Interchange Modifications at Balboa Park
Scope of Services

BACKGROUND

The Balboa Park Station Area, located on the central south side of San Francisco, is a busy and multi-faceted hub of transportation activity. Home to the busiest Bay Area Rapid Transit (BART) station outside of Downtown San Francisco, a San Francisco Municipal Transportation Agency (SFMTA) Muni light rail terminal and maintenance facility, multiple bus lines along Geneva and Ocean Avenues, and a historic streetcar depot, this area is one of the most important and heavily used transit hubs in the region. Meanwhile, Interstate 280 (I-280) traverses the neighborhood, with six freeway ramps tying into the local street network directly adjacent to the BART Station. While this interchange provides vehicular access to regional transit and other neighborhood destinations, it also contributes to congestion, safety, and access issues, and degrades the quality of the surrounding area.

Multiple planning and engineering feasibility studies have explored ways to improve various aspects of the station area, including the *Balboa Park Station Area Plan* (2009), *Balboa Park Station Pedestrian and Bicycle Connection Project* (2009), and the *Balboa Park Station Capacity and Conceptual Engineering Study* (2011). Most recently, the 2014 *Balboa Park Circulation Study* (BPCS) focused specifically on re-configurations of the I-280 Geneva and Ocean Avenue freeway ramps that could further improve station access and circulation. The BPCS study area was limited to the triangular region formed by Ocean Avenue, Geneva Avenue, and Alemany Boulevard, though the preliminary traffic analysis extended beyond these limits. The purpose of the BPCS was to seek potential changes to the circulation system to:

- Reduce the negative impacts on the local community resulting from automobiles accessing the regional road network
- Support efficient, reliable bus and light rail operations
- Enhance safety, accessibility, and convenience for pedestrians and bicyclists
- Minimize impacts to traffic going to/coming from I-280
- Develop feasible solutions that can be implemented within ten years

In June 2014, the Transportation Authority Board adopted the BPCS Final Report and its recommended alternative. The recommended alternative involved three project elements:

Element 1: Close the northbound I-280/Geneva Avenue on-ramp

Element 2: Realign the southbound I-280/Ocean Avenue off-ramp into a “T” intersection with a new signal on Ocean Avenue.

Element 3: Construct a new northbound frontage road between Geneva Avenue and Ocean Avenue, immediately east of I-280, to accommodate a new kiss-and-ride drop off area with direct connection to the BART Westside Walkway.

Further development of Element 3 will be deferred pending completion and Federal Highway Administration (FHWA) approval of the Ramp Closure Analysis for Element 1

Existing Work Products: The BPCS and its appendices are available on the Transportation Authority website at www.sfcta.org/balboa and should be reviewed prior to commencing work. The body of the

report includes information pertaining to issues surrounding the Balboa Park Station Area and associated roadways, pedestrian and bicycle counts, and existing land uses. Appendix C contains the engineering feasibility assessment and cost estimates, including preliminary plan and profile layouts.

The BPCS conducted two rounds of public outreach meetings, as well as meetings with targeted stakeholders, including:

- California Department of Transportation (Caltrans), SFMTA, BART, San Francisco Planning Department (SF Planning)
- District 11 Supervisor John Avalos
- District 7 Supervisor Norman Yee
- Balboa Park Community Advisory Committee
- District 11 Council
- Excelsior Action Group
- Oceanview, Merced Heights, Ingleside - Neighbors in Action
- City College of San Francisco

The Round 2 Outreach Summary Report is included in the BPCS Final Report Appendix D.

Project Organization: The Transportation Authority will be the lead agency for this phase of work and is expected to be the lead agency for subsequent phases, including implementation. Other participating agencies include Caltrans, the SFMTA, and SF Planning. Roles include:

- **Transportation Authority:** lead agency, including overall project management; lead for public, stakeholder, and policy-maker outreach; lead for inter-agency coordination; management of consultants; and lead agency under the California Environmental Quality Act (CEQA).
- **Caltrans:** independent quality assurance and approval of the Project Study Report/Project Report (PSR/PR); and lead agency under the National Environmental Policy Act (NEPA).
- **SFMTA:** review of proposed designs including lane and intersection configurations, traffic controls and any effects on transit lanes; review of traffic analysis.
- **SF Planning:** support coordination between transportation and land use/urban design; plans are intended to blend with SF Planning Ocean Avenue Corridor Design proposals.

SCOPE OF SERVICES

The Transportation Authority seeks consultant services to support the I-280 Interchange Improvements at Balboa Park project development phase that will: prepare a detailed traffic analysis of proposed changes to the interchange ramps as described in Elements 1 and 2; produce a Ramp Closure Analysis for Element 1; advance design of Element 2 to the 30% level; produce the PSR/PR documentation for Element 2, required by Caltrans for projects that affect highways within their jurisdiction; prepare required Environmental Documentation (CEQA and NEPA) for Element 2; provide updated capital costs for Element 2; advance a funding and implementation strategy for each of Element 1 and 2; and continue public and stakeholder coordination and involvement.

Project Schedule: The Transportation Authority desires that the Ramp Closure Analysis for Element 1 be completed by early 2016 and the project development phase for Element 2, including environmental review (CEQA and NEPA) and a signed PSR/PR by all parties, by July 2016. The schedule for subsequent phases of the Project is dependent on funding availability and implementation decisions.

General: The Consultant shall provide qualified planners, engineers and other professionals to provide the requested services. Consultants must have experience successfully completing Caltrans PSR and PR documents. All management, planning, engineering and design tasks are to be performed in accordance with applicable federal, state and local criteria and guidelines. By submitting a proposal to provide services, the Consultant represents itself as fully qualified to provide the requested services and knowledgeable concerning laws, regulations, and procedures to be followed. The Consultant will be expected to have all capabilities needed to assist the SFMTA and Transportation Authority in the successful completion of PSR-Project Development Support.

Licensing Requirements: All persons performing work for which the California Professional Engineers Act (Building and Professions Code §§ 6700-6799) requires licensing as professional engineers in the State of California shall be so licensed. Each person shall be licensed in the discipline appropriate for that person's scope of responsibility and anticipated tasks.

Standards and Guidelines: The Consultant shall be versed in design standards and guidelines of Caltrans, the SFMTA, and the San Francisco Department of Public Works (SF Public Works), and proficient in AutoCAD, MicroStation, and SimTraffic. Coordination will be required to determine proper application of design standards and guidelines and format for engineering design work.

Specific Tasks include the following: 1) Project Initiation and Ongoing Management, 2) Traffic Analysis, 3) Ramp Closure Analysis for Element 1, 4) Environmental Documentation for Element 2, 5) Caltrans Project Documentation Package for Element 2, 6) Communications and Outreach, and 7) Funding and Implementation Strategy. The tasks are detailed below.

Proposers may suggest changes/additions/subtractions to the task descriptions and the division of responsibility between the Transportation Authority and the consultant team as a part of their proposals, but this should be stated clearly. The Transportation Authority is interested in establishing an efficient process that utilizes both in-house and consultant expertise.

Task 1. Project Initiation and Ongoing Project Management

The Consultant shall be responsible for:

- Producing a refined work plan and schedule for Consultant activities, including a budget by task;
- Project reporting and invoices by task; and
- Participating in regular coordination meetings with project team members and periodic meetings with external stakeholders.

Project team coordination meetings are expected to occur approximately bi-weekly. Coordination with external stakeholders will be led by the Transportation Authority and includes meetings and coordination with Caltrans and the SFMTA, as well as other stakeholders including but not limited to: the FHWA, SF Planning, BART, SF Public Works, the San Francisco Public Utilities Commission. The Consultant may be required to attend up to 12 external coordination meetings.

Deliverables: Refined work plan and schedule, meeting attendance, regular project reports and invoices.

Task 2. Traffic Analysis

The Consultant will be responsible for preparation of a detailed traffic analysis for the proposed improvements. The analysis will expand on the preliminary analysis performed in the BPCS, and will

include four scenarios: baseline existing condition, implementation of Element 1 alone, implementation of Element 2 alone, and implementation of both Elements 1 and 2. The analysis may also include evaluating the proposed improvements both with and without the following:

- A new left-turn movement from the southbound I-280 off-ramp onto eastbound Ocean Avenue; and
- A right-turn pocket from westbound Ocean Avenue onto the northbound I-280 on-ramp.

The Consultant will identify the area of potential effect for changes to traffic resulting from implementation of the proposed changes to the interchange ramps.

The Consultant will be responsible for collecting needed counts and existing conditions data as inputs to the travel demand model and traffic analysis. If possible, data should be collected prior to the planned start of construction on the transit-only lanes associated with the SFMTA's Balboa Park Station Area and Plaza Improvement Project in July 2015.

The Transportation Authority will produce travel demand projections using SF-CHAMP for each scenario. The Consultant will be responsible for providing input to Transportation Authority staff on travel demand inputs, reviewing travel demand outputs, and specifying the format of outputs needed to complete the traffic analysis.

The traffic analysis to be produced by the Consultant will include evaluation of Level of Service, queuing, and delay for freeway ramps, I-280 mainline, and signalized intersections within the affected area, as well as transit delay along Geneva and Ocean Avenues. Respondents are encouraged to propose an approach and tools for this analysis. The analysis shall be sufficient for use in Tasks 3, 4, and 5. The Consultant will produce a memo summarizing the methodology, assumptions, and outputs produced.

Deliverables: Traffic analysis results and documentation memo for use with Tasks 3, 4, and 5.

Task 3. Ramp Closure Analysis for Northbound I-280 On-Ramp from Geneva Avenue

The Consultant will be responsible for the preparation of a Ramp Closure Analysis for the proposed closure of the northbound I-280 on-ramp from Geneva Avenue. The Analysis will include a statement of purpose and need, collision history, congestion issues, and a detailed traffic analysis. In addition to the traffic analysis in Task 2, the BPCS may be used as a resource for inputs to the Ramp Closure Analysis.

The Draft Ramp Closure Analysis will be submitted to Caltrans and FHWA for review. The Consultant will be responsible for preparing a response to one round of comments received on the Draft and preparation of a Final Ramp Closure Analysis for approval by Caltrans and FHWA.

Deliverables: Draft Ramp Closure Analysis, Response to agency comments, and Final Ramp Closure Analysis.

Task 4. Environmental Documentation for Southbound I-280 Off-Ramp to Ocean Avenue Realignment

This task involves all work to develop an environmental document for Element 2 in coordination with Caltrans to a level necessary to obtain environmental clearance. It is assumed that the relevant document types will be a Categorical Exclusion per NEPA and either a Categorical Exemption or Mitigated Negative Declaration per CEQA. The Transportation Authority will be the CEQA lead agency. NEPA clearance is included to ensure project eligibility for federal funding. Caltrans will be the NEPA lead agency.

The Transportation Authority is aware of potential methane gas in the vicinity of the southbound I-280 off-ramp at Ocean Avenue. The consultant should include in their proposal necessary additional studies related to this potential issue.

Deliverables: Draft environmental documents, prepared in accordance with current Caltrans standards; written responses to all comments received after circulation of the draft environmental documents; and final environmental documents.

Task 5. Caltrans Project Documentation Package for the Southbound I-280 Off-Ramp to Ocean Avenue Realignment

This task involves all work to develop the project documents for Element 2 that are necessary to obtain project approval from Caltrans. This task will include:

- Project Mapping – aerial photogrammetric surveying and field mapping work to support the aerial photo surveying process
- Utility Identification within the Project Limits
- Preparation of Project Design in Plan and Profile (Geometric Approval Drawings); engineering drawing will be completed to the 30% level
- Preparation of Design Exception Fact Sheets needed to obtain Caltrans Approval for deviations from design standards
- Preparation of a Preliminary Traffic Management Plan
- Preparation of a Preliminary Risk Register
- Preparation of a Caltrans Right-of-Way Data Sheet
- Preparation of the Preliminary Storm Water Data Report
- Preliminary Construction and Right-of-Way Cost Estimates
- Draft PSR/PR Documentation, Written Response to all Agency Comments received on the Draft PSR/PR

Deliverables: Draft PSR/PR Documentation, written response to all agency comments received on the Draft PSR/PR.

Task 6. Communications and Outreach

The Transportation Authority will lead the public outreach process, first developing a public involvement plan to meet the Project's public involvement goals and objectives. This will include targeted plans for the notification, engagement techniques, and process for involving the community in advancing the design and ensuring the project design is coordinated with other agency/stakeholder plans for the area. The techniques used may be tailored to the demographic and linguistic needs of the project area neighborhoods. Outreach activities could include small group meetings, public meetings, and attendance at other agency outreach events for projects in the area. The Transportation Authority will be primarily responsible for developing outreach materials as well as ongoing communications tools, such as a project website, fact sheet, and regular email updates. In addition, Transportation Authority staff will brief the Balboa Park Community Advisory Committee and Transportation Authority Board at key milestones. They may also present to other agency groups.

The Consultant will support agency staff by providing input on the Public and Stakeholder Involvement Plan, supporting the development of communications material content as needed, providing logistical support for meetings, attending up to 10 public outreach meetings or presentations, and providing summary reports for each meeting.

Deliverables: Comments on Public and Stakeholder Involvement Plan and communications materials, attendance at meetings.

Task 7. Funding and Implementation Strategy

The Transportation Authority will lead this task with Consultant input. This task involves identifying likely potential fund sources for the final design and construction of Element 2. If the Ramp Closure Analysis under Task 3 is approved by both Caltrans and FHWA, a Funding and Implementation Strategy for Element 1 will also be developed. It will include the use of traffic analysis results to determine key next steps toward implementation of Element 1, potentially including a pilot project or phased implementation.

The Consultant will support agency staff by providing input on the Funding and Implementation Strategy.

Deliverables: Comments on draft Funding and Implementation Strategy.



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Memorandum

Date: 03.18.15 **RE:** Citizens Advisory Committee
March 25, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for the Allocation of \$350,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have three requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$350,000 in Prop K funds to present to the Citizens Advisory Committee (CAC). Attachment 3 summarizes our recommendations. The projects include installation of three bicycle barometers similar to the one on Market Street between 9th and 10th Street at to-be-identified locations (\$97,500); promotion, day-of events, and evaluation of Bike to Work Day 2015 (\$76,000); and advanced planning for project corridors identified in the 2013 Bicycle Strategy, including identification of feasible measures and coordination opportunities, development of recommendations for each project corridor similar to the approach taken to develop the WalkFirst Investment Strategy, and conceptual design of three project corridors (\$176,500). At the CAC meeting, staff from the SFMTA will present an overview of the 2013 Bicycle Strategy, which set the vision and goals to make bicycling a part of everyday life in San Francisco. **We are seeking a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received three requests from the San Francisco Municipal Transportation Agency (SFMTA) for a combined total of \$350,000 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the March 25, 2015 meeting, for potential Board approval on April 28, 2015. As shown in Attachment 1, the requests come from the Prop K Bicycle Circulation/Safety Prop K category. Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from these categories.

DISCUSSION

The purpose of this memorandum is to present three Prop K (\$350,000) requests to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the three requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

2013 Bicycle Strategy: The 2013 Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the bike network with the most potential to fill gaps, yield a high bicycle trip generating potential, and improve comfort and safety. The Bicycle Strategy is one of several strategy documents that define mode-specific goals and objectives, and

sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The Bicycle Strategy aligns the SFMTA's vision for bicycling with the overall SFMTA Strategic Plan mode share goal of fifty percent of all trips made using sustainable modes. Specific Bicycle Strategy goals include:

- Improving safety and connectivity for people traveling by bicycle;
- Increasing convenience for trips made by bicycle;
- Normalizing bicycle riding through media, marketing, education, and outreach; and
- Planning and delivering complete streets projects.

The three Prop K requests included in this item address a number of the objectives and targets included in the Bicycle Strategy goals. The Bicycle Barometers project helps to the SFMTA to enhance data collection to evaluate bicycle network activity; Bike to Work Day 2015 will help the SFMTA foster a positive image of bicycles and normalize riding, increase awareness of San Francisco as a bicycle city, and increase bicycle education opportunities; and the Bike Strategy Planning project will meet the SFMTA's objective of improving the comfort, connectivity, and safety of the bicycle network for all users.

At the CAC meeting, staff from the SFMTA will present an overview of the 2013 Bicycle Strategy and will be able to answer any questions the CAC may have about the Bicycle Strategy or the three bicycle-related allocation requests.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$350,000 in Fiscal Year 2014/15 Prop K funds, with conditions, for three requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The Fiscal Year 2014/15 Prop K Allocation Summary (Attachment 4) shows the total allocations and annual cash flow commitments for approved FY 2014/15 allocations to date and for the recommended allocations that are the subject of this memorandum.

Sufficient funds are included in the amended Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$350,000 in Prop K funds, with conditions, for three

requests, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary
5. Prop K Allocation Request Forms (3)

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)	Prop K Leveraging			District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	\$ 187,080	28%	48%	Design, Construction	TBD
Prop K	39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	\$ 76,000	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	\$ 176,000	28%	0%	Planning	Citywide
			TOTAL	\$ 350,000	\$ -	\$ 439,080	28%	20%		

Footnotes

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

² Acronym: SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	SFMTA will install three bicycle barometers like the totem on eastbound side of Market Street between 9th and 10th Street. Bicycle barometers record and display the number of bicyclists passing that location. The three new barometers have been procured using SFMTA funds, so this Prop K request would pay for design and construction necessary for their installation plus two years of maintenance. The SFMTA has not finalized the locations for the barometers, but is planning to install them at visible locations on high volume bicycle corridors. Potential locations include Market Street, Valencia Street, and the Embarcadero.
39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	Prop K sales tax funds will be used for promotion, day-of events, and evaluation of Bike to Work Day (BTWD) 2015, which is on May 14. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school, and is sponsored locally by public agencies and private advocacy groups. SFMTA will be the official City sponsor of the event, with the San Francisco Bicycle Coalition (SFBC) as the leader and organizer of BTWD. In San Francisco, participation in BTWD has increased steadily over the past five years. The number of people of bike counted in the morning BTWD commute increased by 32% between 2009 and 2014. The SFMTA conducts counts before BTWD, on BTWD, and after BTWD during the peak commute hours and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	<p>The Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the bike network with the most potential to fill gaps, yield a high bicycle trip generating potential, and improve comfort and safety. The SFMTA has requested Prop K sales tax funds to advance planning and initial scoping of project corridors identified in the Bicycle Strategy (see map and list of Bike Strategy projects included in the attached allocation request form), including the identification of feasible measures and coordination opportunities to develop recommendations for each project corridor, similar to the approach taken to develop the WalkFirst Investment Strategy. The SFMTA will subsequently select three project corridors to immediately advance to conceptual design using Prop K funds. The conceptual design phase will include public outreach culminating with proposed plans for each of the three locations (anticipated completion in May 2016). This project supports the goal of Vision Zero to eliminate all traffic deaths in San Francisco by 2024.</p>
TOTAL			\$ 350,000	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
39	SFMTA	Bicycle Barometers	\$ 97,500	\$ -	Multi-Phase Allocation: We are recommending a multi-phase allocation given the straightforward nature of the scope (installation of barometers) and short duration of design phase.
39	SFMTA	Bike to Work Day 2015	\$ 76,000	\$ -	5YPP Amendment: Our recommendation is contingent upon a concurrent amendment to the Bicycle Circulation and Safety category to reprogram Fiscal Year 2014/15 funds for Bicycle Promotion (\$24,700) to the Bike to Work Day 2015 project.
39	SFMTA	Bike Strategy Planning	\$ 176,500	\$ -	Note: SFMTA staff will give a presentation on the Bike Strategy at the March CAC meeting.
TOTAL			\$ 350,000	\$ -	

¹ See Attachment 1 for footnotes.

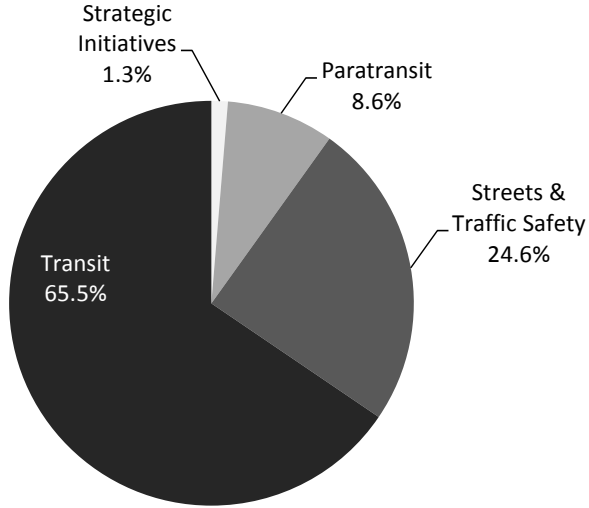
**Attachment 4.
Prop K Allocation Summary - FY
2014/15**

PROP K SALES TAX

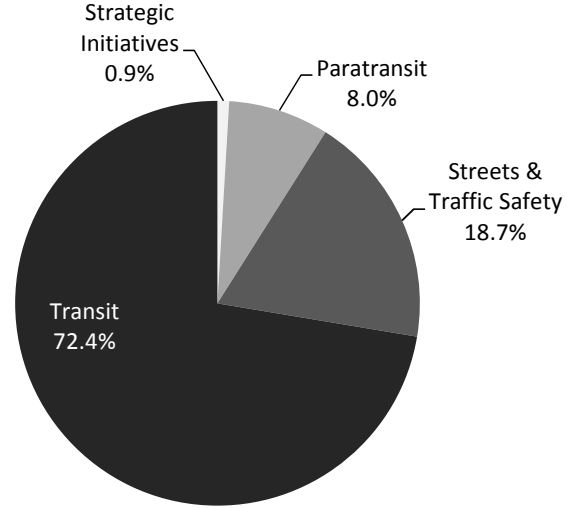
	Total	CASH FLOW					
		FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28 ¹
Prior Allocations	\$ 239,776,018	\$ 64,814,302	\$ 30,899,148	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 350,000	\$ 114,500	\$ 235,500	\$ -	\$ -	\$ -	-
New Total Allocations	\$ 240,126,018	\$ 64,928,802	\$ 31,134,648	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

The above table shows maximum annual cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).
¹ Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Prop K Grouped Allocation Requests

April 2015 Board Action

Table of Contents

No.	Fund Source	Project Sponsor ¹	EP ² Line Item/ Category Description	Project Name	Phase	Funds Requested
1	Prop K	SFMTA	Bicycle Circulation/ Safety	Bicycle Barometers	Design, Construction	\$ 97,500
2	Prop K	SFMTA	Bicycle Circulation/ Safety	Bike to Work Day 2015	Construction	\$ 76,000
3	Prop K	SFMTA	Bicycle Circulation/ Safety	Bike Strategy Planning	Planning	\$ 176,500
Total Requested						\$ 350,000

¹ Acronyms include SFMTA (San Francisco Municipal Transportation Agency).

² EP stands for Expenditure Plan.



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
Prop K EP Project/Program:	<input type="text" value="b. Bicycle Circulation/Safety"/>	
Prop K EP Line Number (Primary):	<input type="text" value="39"/>	Current Prop K Request: <input type="text" value="\$ 97,500"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Please see attached scope of work.

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

The SFMTA requests an allocation of \$97,500 in Prop K funds to fund the design engineering and construction of three bicycle barometers. This project will begin during the 4th quarter of FY 14/15 and be completed by 1st quarter of FY 17/18. The SFMTA has purchased the three barometers; one is in storage and the other two remain- to be shipped. Installation will occur through a Department of Public Works Job Order Contract (JOC). Funding from this allocation will cover design, legislation and JOC installation. Additionally, these funds will cover two years of SFMTA staff time for barometer maintenance.

Project Scope and Benefits

The bicycle barometer connects with an underground bicycle counter to track the number of cyclists passing an on-street location and shares daily and annual count numbers instantly with the public via a digital display. The data gathered at the three barometers will add to the field of 24 existing bicycle counters and one existing bicycle barometer in San Francisco. To ensure high visibility, the three new barometers will be installed on San Francisco's bicycle network where there are high volumes of existing cyclists.

This allocation will fund the engineering, construction work and two years of maintenance for three new bicycle barometers. The SFMTA will use data from the new barometers along with the data from the 24 existing bicycle counters and one barometer to:

- Track changes in bicycling patterns over time
- Evaluate the impact of new facilities
- Rank bicycle infrastructure locations by use
- Justify future bicycle infrastructure investments
- Present precise ridership statistics at public meetings and for grant applications
- Monitor seasonal, weather and time-of-day bicycle ridership variations

The bicycle barometers will also help raise awareness and promote cycling as a mode of transportation in San Francisco. Bicycle barometers are consistent with the City's Transit First Policy (SEC. 8A.115): "Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking." Additionally, this project is consistent with the policy recommendations given in the Better Streets Plan (BSP), approved in December 2010, which was developed as a joint effort between multiple city agencies with extensive public outreach. SFMTA Strategic Plan 2013-2018 supports this project: "Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel."

For installation of the three barometers, the SFMTA is considering a variety of different locations. Staff is considering locations where the barometer would have high visibility and be on high

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

volume bicycle corridors. Additionally, locations must have a power source available to hook up to the counter. Potential locations include Market Street, Valencia Street and the Embarcadero.

Existing Market Street bicycle barometer data website:

<http://totem-eb-market.sanfrancisco.visio-tools.com/>

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

FY 2014/15

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorical Exempt **Completion Date (mm/dd/yy)**
Status: Expected 05/30/15

PROJECT DELIVERY MILESTONES

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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	2014/15	4	2014/15
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)	1	2015/16		
Procurement (e.g. rolling stock)	2	2014/15	4	2015/16
Project Completion (i.e., Open for Use)			3	2016/17
Project Closeout (i.e., final expenses incurred)			1	2017/18

SCHEDULE COORDINATION/NOTES

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

Detailed design completion: June 2015
 Installation begin: August 2015
 Installation end: February 2017

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

FY 2014/15

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$ 16,500	\$ 16,500	
R/W Activities/Acquisition Construction	Yes	\$ 81,000	\$ 81,000	
Procurement (e.g. rolling stock)				
		\$97,500	\$97,500	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 16,500	Previous SFMTA projects
R/W Activities/Acquisition Construction	\$ 81,000	Previous SFMTA projects
Procurement (e.g. rolling stock)	\$ 89,580	Previous SFMTA projects
Total:	\$ 187,080	

% Complete of Design: 10 as of 2/25/15

Expected Useful Life: 10 Years

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

MAJOR LINE ITEM BUDGET

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

Project Breakdown by Phase		Project Cost	
Construction Engineering & Coordination	\$ 16,053	Current Funding Request	\$ 97,000
Contracted Construction	\$ 64,439	City Attorney Fee	\$ 500
<i>Subtotal</i>	\$ 80,492	Subtotal Prop K Funds Requested	\$ 97,500
Contract contingency 25%	\$ 16,110	Materials (not part of this ARF)	\$ 89,580
Total Project Cost	\$ 96,601	Total Project Cost	\$ 187,080

SFMTA Operating Funds

Round up to \$97,000

FTE = Full Time Equivalent
MFB = Mandatory Fringe Benefits

B. SFMTA Labor - Construction Engineering & Coordination

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x 0.803	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE Ratio	Cost
Transit Planner II	\$ 88,868	\$ 54,814	\$ 143,682	\$ 115,377	\$ 259,059	70	0.034	\$ 8,718
Associate Engineer	\$ 116,246	\$ 67,173	\$ 183,419	\$ 147,285	\$ 330,704	20	0.010	\$ 3,180
Traffic Signal Electrician	\$ 106,288	\$ 65,205	\$ 171,493	\$ 137,709	\$ 309,201	12	0.006	\$ 1,784
Traffic Signal Electrician Supervisor II	\$ 133,406	\$ 77,367	\$ 210,773	\$ 169,251	\$ 380,024	7	0.003	\$ 1,279
Engineer Principal	\$ 180,830	\$ 97,353	\$ 278,183	\$ 223,381	\$ 501,564	1	0.000	\$ 241
Transit Planner IV	\$ 125,060	\$ 71,292	\$ 196,352	\$ 157,670	\$ 354,022	5	0.002	\$ 851
Total - Construction Engineering						115	0.055	16,053

D. Construction Contract - DPW JOC

Item	Unit Cost	Number	Cost
Labor (DT) - Barometer installation	\$ 15,805	3	\$ 47,415
PGE Power Survey	\$ 1,000	3	\$ 3,000
Labor (DPW) - Brickwork repair Market	\$ 8,279	1	\$ 8,279
Total - Contracted Labor & Fees			\$ 58,694

E. Installation Materials - JOC Contract Purchase

Item	\$/Unit	Quantity	Total
Surge Protector	\$ 220	6	\$ 1,320
Waterproof Converter	\$ 440	6	\$ 2,640
Misc. Wiring/Supplies	\$ 595	3	\$ 1,785
Total Installation Materials			\$ 5,745

Total Contracted Construction Cost	\$ 64,439
---	------------------

F. Eco-Counter Purchase Order - Materials (Not Part of this Funding Request)

Item	\$/Unit	Quantity	Total
Eco-Totem	\$ 15,950	3	\$ 47,850
Full Backlight	\$ 1,000	6	\$ 6,000
Date/Time Option	\$ 950	6	\$ 5,700
Public Webpage	\$ 1,000	3	\$ 3,000
Eco-Visio License & GSM Data Plan	\$ 840	3	\$ 2,520
Installation Assistance	\$ 2,000	3	\$ 6,000
Shipping	\$ 2,000	3	\$ 6,000
Polycarbonate Glass + Sticker	\$ 1,485	6	\$ 8,910
6 digit display	\$ 950	1	\$ 950
Bargraph	\$ 1,700	1	\$ 1,700
Spare Date/Time Option	\$ 950	1	\$ 950
Total Eco-Counter Materials			\$ 89,580

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

FY 2014/15

Project Name: Bicycle Barometers

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$97,500
 5-Year Prioritization Program Amount: \$100,000 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$2,967,024

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0
 5-Year Prioritization Program Amount: (enter if appropriate)
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Bicycle Counters & Barometers in the System Performance and Innovation subcategory of the Bicycle Circulation and Safety 5YPP.

The Strategic Plan amount is the entire amount programmed in the Bicycle Circulation and Safety category in Fiscal Year 2014/15 (\$2,967,024) and cumulative remaining programming capacity in the Bicycle Circulation and Safety category (\$135,059).

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$97,500		\$97,500
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$97,500	\$0	\$0	\$97,500

Actual Prop K Leveraging - This Phase: 0.00% \$97,500
 Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$97,500		\$97,500
SFMTA Operating Funds			\$89,580	\$89,580
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$97,500	\$89,580	\$ 187,080

Actual Prop K Leveraging - Entire Project:	47.88%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	27.84%	
Actual Prop AA Leveraging - Entire Project:	0.00%	

\$ 187,080

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

Prop K Funds Requested: \$97,500

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$80,000	82.00%	\$17,500
FY 2015/16	\$17,500	18.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$97,500		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
		#DIV/0!	\$97,500
		#DIV/0!	\$97,500
		#DIV/0!	\$97,500
Total:	\$0		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$16,500	Design Engineering (PS&E)
Prop K Allocation	\$81,000	Construction	
Total:	\$97,500		

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

Multi-phase allocation is recommended given the straightforward nature of the scope (installation of barometers) and short duration of design phase.

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$16,500	16.92%	\$81,000
Prop K EP 39	FY 2015/16	\$81,000	83.08%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$97,500	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Design Engineering (PS&E)	\$16,500	17%	\$81,000
Prop K EP 39	FY 2015/16	Construction	\$81,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$97,500		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

-
-

Special Conditions:

-
-
-

Notes:

-
-

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Design Engineering (PS&E)	\$16,500	17%	\$0
				100%	\$0
				100%	\$0
Total:			\$16,500		

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

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

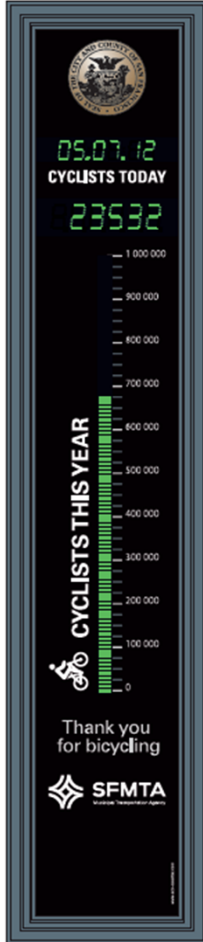
Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2015/16	Construction	\$81,000	100%	\$0
				100%	\$0
				100%	\$0
Total:			\$81,000		

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

MAPS AND DRAWINGS

Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

This text box and the blue header may be deleted to better accommodate any graphics.



Date of Design: 20/2/2013
Designed for: City of San Francisco
Version: V2
Frame Color: RAL 7016 / Anthracite Grey
Layout Color: Pantone Black 6
Approved By:
Date:
(Good to Print = signature + stamp)

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 97,500
Current Prop AA Request: \$ -

Project Name: Bicycle Barometers

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Grants Section Contact

Name (typed): Jeffrey Banks

Joel Goldberg

Title: Transit Planner II

Manager, Capital Procurement and Management

Phone: 701-5331

701-4499

Fax: _____

Email: Jeffrey.Banks@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, SF 94103

1 South Van Ness, SF 94103

Signature: _____

Date: _____



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

FY of Allocation Action:

2014/15

Project Name:

Bike to Work Day 2015

Implementing Agency:

San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:

C. Street & Traffic Safety

Gray cells will automatically be filled in.

Prop K Subcategory:

iv. Bicycle and Pedestrian Improvements

Prop K EP Project/Program:

b. Bicycle Circulation/Safety

Prop K EP Line Number (Primary):

39

Current Prop K Request:

\$ 76,000

Prop K Other EP Line Numbers:

Prop AA Category:

Pedestrian Safety

Current Prop AA Request:

Supervisorial District(s):

Citywide

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Scope of work begins on next page.

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

Background

The San Francisco Municipal Transportation Agency (SFMTA) requests \$76,000 in Prop K funds for the 2015 Bike to Work Day (BTWD) project. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school. The event is held nationally on the third Friday of May, but is sponsored locally by public agencies and private advocacy groups and is held on the second Thursday of May each year (May 14, 2015). In San Francisco, events are hosted by various groups to reward and celebrate participating bicycle commuters. Typical events include energizer stations, bicycle repair clinics, and incentive giveaways. Event promotion and outreach for the broadest public audience feasible through broadcast, print, and outdoor media will include the design, printing, and distribution of promotional posters, and copies of the San Francisco Bicycle Guide published in English, Spanish, and Chinese.

Scope

SFMTA will be the Official Citywide Sponsor of the event, with the San Francisco Bicycle Coalition (SFBC) as the leader and organizer of BTWD. Leading up to the event day itself, SFMTA staff will request estimates for transit vehicle advertisements, bicycle guide production, maps, and any other printed collateral. SFMTA staff will manage transit vehicle advertisement installations; provide printed outreach materials for distribution; and provide bike counts on Market Street for BTWD and the days before and after. During the fourth quarter, staff will also promote BTWD within the SFMTA. Support for BTWD by SFMTA staff on the event day may include: participating in commuter convoys; providing information for energizer stations; monitoring cycling volumes along Market Street; and offering bicycle repairs for SFMTA employees at SFMTA headquarters in preparation for the event.

The SFBC will provide event-day services including hosting 25 energizer stations where BTWD participants can receive refreshments, collect promotional materials, and receive bicycle safety education or basic repairs. The station locations will be strategically and equitably distributed throughout San Francisco, including underserved communities and high volume bicycle routes. Energizer station locations will be selected by the SFBC and approved by the SFMTA staff. Incentives for participating in BTWD will be distributed at these energizer stations to at least 6,000 bicyclists. The incentives will include items such as: canvas bags, copies of SFMTA's bike map, San Francisco Bicycle Guides, retro-reflective pant leg straps, bicycle injury crash reporting and bicycle theft prevention information.

This request includes \$65,000 for sponsorship for leading and organizing BTWD 2015. In the past, the contractor implementing the event (SFBC) leveraged the Prop K funds that SFMTA spends on the project with regional and local sponsorship as well as volunteer work. These values vary from year to year, but usually number in the tens of thousands of dollars, along with thousands of hours of volunteer time.

Project Benefits

BTWD, perhaps the most widely celebrated and best promoted event for bicycling in the San Francisco Bay Area, introduces new cyclists to bicycle commuting and supports long-time cyclists in sustaining their commute habits. The benefits of bicycle commuting are numerous and well-documented. For commuters, bicycling is an economical, flexible and healthy mode of travel. For the greater community and environment, bicycles are a non-polluting, congestion-reducing mode that makes the most efficient use of both scarce natural resources and the existing transportation system.

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

While there have been few studies specifically focused on the effectiveness of events like BTWD in changing behavior/attracting new bike commuters and riders, local evidence suggests that BTWD and similar marketing campaigns are successful at recruiting new bicycle commuters. The Alameda County Transportation Commission (ACTC) recently completed a two-year study evaluating the impact of BTWD participation on bicycle commuting within Alameda County. Twenty-seven percent of those who were surveyed and had participated in BTWD in 2011 stated that they rode their bicycles more often than before BTWD. A survey conducted in June and July of 2010 of registered 2010 BTWD participants across the Bay Area found that 14% of respondents started biking because of the 2010 BTWD, and 20% of respondents reported that they started biking because of a previous BTWD.

In San Francisco, participation in BTWD has increased over the past five years. The number of bikes counted in the morning BTWD commute increased by 32% between 2009 and 2014. The SFMTA has conducted counts before BTWD, on BTWD, and after BTWD during the peak commute hours and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts (not surprisingly, the counts peak on BTWD, but they remain higher than previous counts after BTWD as well).

In San Francisco, a steady increase in BTWD participation has accompanied an overall increase in bicycle commuting. The bicycle mode split during the AM peak period on BTWD has increased from 44% in 2006 to 76% in 2014 on eastbound Market Street at Van Ness Avenue, and the SFMTA's annual citywide bike counts show a 96% increase since 2006. The annual BTWD event reaches over 1 million people through different media and direct communications.

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

FY 2014/15

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt **Completion Date (mm/dd/yy)**

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2014/15

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 76,000	\$ 76,000	\$ -
Procurement (e.g. rolling stock)				
		\$76,000	\$76,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction	\$76,000	SFMTA and SFBC estimates
Procurement (e.g. rolling stock)		
Total:	\$ 76,000	

% Complete of Design: 0 as of

Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

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

Bike to Work Day 2015

Description	Cost	Agency
1 Labor Support (annual)	\$6,616	SFMTA
2 Materials (annual)	\$3,618	SFMTA
3 Sponsorship (Year 1)	\$65,000	SFMTA sponsors, SFBC performs
4 City Attorney fees \$250/hr x 2 hours	\$500	
Total	\$75,734	
Rounded to	\$76,000	
TOTAL COST OF ALL PHASES	\$76,000	

SFMTA LABOR COSTS

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

I SFMTA Labor

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Approved Overhead Rate	Overhead = (Salary+MFB) x Approved Overhead Rate	(Fully Burdened) Salary + MFB + Overhead	FTE Ratio	Hours	Cost
Manager IV (9174)	\$ 140,400	\$ 78,407	\$ 218,806	0.803	\$ 175,701	\$ 394,507	0.002	4	\$ 759
Principal Administrative Analyst (1824)	\$ 121,247	\$ 66,022	\$ 187,269	0.803	\$ 150,377	\$ 337,646	0.007	15	\$ 2,435
Public Service Trainee (9910)	\$ 39,875	\$ 31,901	\$ 71,777	0.803	\$ 57,637	\$ 129,413	0.026	55	\$ 3,422
Total							0.036	70	\$ 6,616

II SFMTA Materials

Position	Quantity	Total
Print 15 King, 10 Queen, 10 Tails transit ads	15	\$ 2,086
Print 500 interior car card transit ads	500	\$ 1,532
Ad space	as needed	\$ -
Total		\$ 3,618

*The SFMTA is allowed to post a limited amount of transit vehicle ads free of charge according to the current advertising contract. The estimated value of the free ad space used above is \$75,000

SPONSORSHIP COSTS

III Sponsorship Tasks \$65,000

Implementation of BTWD, including: <ul style="list-style-type: none"> o Energizer stations o Commuter convoys o Historic and cultural rides
SFMTA and SFCTA logo placement: <ul style="list-style-type: none"> o SFBC newsletter o BTWD webpage, posters, banners, information cards o BTWD incentives o All BTWD promotions (ads, flyers, brochures, etc.)

* Base Salary is step 5 for each classification in effect today.

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

FY 2014/15

Project Name: Bike to Work Day 2015

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$76,000
 5-Year Prioritization Program Amount: \$51,300 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$2,967,024

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0
 5-Year Prioritization Program Amount: (enter if appropriate)
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation to the project in Fiscal Year 2014/15. The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram Fiscal Year 2014/15 funds for Bicycle Promotion (\$24,700) to the Bike to Work Day 2015 project. See attached 5YPP amendment for details.

The Strategic Plan amount is the total amount programmed for the Bicycle Circulation/Safety category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$24,700	\$51,300		\$76,000
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$24,700	\$51,300	\$0	\$76,000

Actual Prop K Leveraging - This Phase: 0.00% \$76,000
 Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project: **\$** 76,000
 Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP AA REQUEST

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

Prop K Funds Requested: \$76,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$38,000	50.00%	\$38,000
FY 2015/16	\$38,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$76,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$ 76,000	Construction
Total:	\$ 76,000		

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 39	FY 2014/15	\$38,000	50.00%	\$38,000
Prop K EP 39	FY 2015/16	\$38,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$76,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Construction	\$38,000	50%	\$38,000
Prop K EP 39	FY 2015/16	Construction	\$38,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$76,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

- By June 30, 2015, provide electronic copies of 2015 BTWD materials produced, a report on BTWD ridership (e.g., pre-, day-of, and post-BTWD counts), and 2 to 3 digital photos of BTWD events.
-

Special Conditions:

- The recommended allocation is contingent upon a 5YPP amendment to the Bicycle Circulation and Safety category. See attached 5YPP amendment for details.
-

Notes:

- As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	0.00%

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

SFCTA Project Reviewer:

Project # from SGA:

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 76,000
 Current Prop AA Request: \$ -

Project Name: Bike to Work Day 2015

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Grants Section Contact

Name (typed): Hank Willson

Joel C. Goldberg

Title: Principal Analyst

Manager, Capital Procurement & Management

Phone: (415) 701-5041

(415) 701-4499

Fax: _____

Email: hank.willson@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness, 7th floor San Francisco, CA 94103-5417

1 South Van Ness, 8th floor San Francisco, CA 94103-5417

Signature: _____

Date: _____

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day Promotion ⁵	CON	Pending	\$76,000					\$76,000
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$38,475				\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$38,475	\$38,475
SFMTA	Bicycle Promotion ⁵	PLAN	Programmed	\$25,300					\$25,300
SFMTA	Bicycle Promotion	CON	Programmed		\$80,840				\$80,840
SFMTA	Bicycle Promotion	CON	Programmed			\$31,198			\$31,198
SFMTA	Bicycle Promotion	CON	Programmed					\$15,599	\$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$48,400					\$48,400
SFMTA	Bicycle Safety Education Classes	CON	Pending	\$72,000					\$72,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		\$120,400				\$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$117,258			\$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed				\$117,258		\$117,258
System Performance and Innovation									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	\$2,500					\$2,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Pending	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				\$51,615		\$51,615

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date**

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack ²	CON	Allocated	\$758,400					\$758,400
SFMTA	Innovative Treatments ²	PLAN	Programmed	\$0					\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$5,600				\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed			\$5,600			\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed				\$5,600		\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed					\$5,600	\$5,600
SFMTA	Innovative Treatments ²	DES	Programmed	\$0					\$0
SFMTA	Innovative Treatments	DES	Programmed		\$14,400				\$14,400
SFMTA	Innovative Treatments	DES	Programmed			\$14,400			\$14,400
SFMTA	Innovative Treatments	DES	Programmed				\$14,400		\$14,400
SFMTA	Innovative Treatments	DES	Programmed					\$14,400	\$14,400
SFMTA	Innovative Treatments ²	CON	Programmed	\$0					\$0
SFMTA	Innovative Treatments	CON	Programmed		\$120,000				\$120,000
SFMTA	Innovative Treatments	CON	Programmed			\$120,000			\$120,000
SFMTA	Innovative Treatments	CON	Programmed				\$120,000		\$120,000
SFMTA	Innovative Treatments	CON	Programmed					\$83,974	\$83,974
SFMTA	Spot Improvements ^{2,4}	CON	Programmed	\$0					\$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements ⁴	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$197,130				\$197,130
SFMTA	Spot Improvements	CON	Programmed			\$150,000			\$150,000
SFMTA	Spot Improvements	CON	Programmed				\$100,000		\$100,000
SFMTA	Spot Improvements	CON	Programmed					\$20,000	\$20,000
Bicycle Network Expansion and Upgrades									
SFMTA	Bike Strategy Planning	PLAN	Pending	\$176,500					\$176,500
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$8,550					\$8,550
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050				\$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$168,126					\$168,126
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades ^{1,3}	CON	Programmed	\$71,124					\$71,124
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$450,500			\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$450,057	\$450,057
SFMTA	Sharrows ¹	DES/CON	Allocated	\$256,100					\$256,100
SFMTA	Sharrows	CON	Programmed		\$138,100				\$138,100

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$62,000					\$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed	\$200,000					\$200,000
SFMTA	Second Street Vision Zero Improvements ³	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Streetscape Improvement (OneBayArea Grant match)	CON	Programmed		\$110,000				\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ ENV	Programmed	\$23,000					\$23,000
SFMTA, or other eligible sponsor	NTIP Placeholder	ANY	Programmed		\$436,000				\$436,000
Transit Access									
Caltrain	4th and King Bike Station Improvements	PLAN	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed		\$20,000				\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/ CON	Programmed				\$20,000		\$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$180,000				\$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$180,000		\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date**

Updated March 5, 2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	Glen Park Bike Station	DES	Programmed	\$248,000					\$248,000
Total Programmed in 5YPP				\$2,972,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,672,498
Total Allocated and Pending in 5YPP				\$1,813,024	\$0	\$0	\$0	\$0	\$1,813,024
Total Deobligated from Prior 5YPP Cycles				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$1,159,000	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$5,859,474
Total Programmed in 2014 Strategic Plan				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,499
Deobligated from Prior 5YPP Cycles **				\$140,059					\$140,059
Cumulative Remaining Programming Capacity				\$135,059	\$135,059	\$135,060	\$135,060	\$135,060	\$135,060

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 1 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).
Sharrows: Added construction phase to project and increased from \$118,000 to \$256,100 in Fiscal Year 2014/15.
Bicycle Network Expansion and Upgrades: Construction phase of project decreased from \$367,724 to \$229,264. Funds not needed in Fiscal Year 2014/15.
- 2 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).
Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.
Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- 3 Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project (Resolution 15-XX, MO.DA.YEAR).
- 4 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-XX, MO.DA.YEAR).
Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.
Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Updated March 5, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach							
Bike To Work Day Promotion5	CON	\$76,000					\$76,000
Bike To Work Day Promotion	CON		\$38,475				\$38,475
Bike To Work Day Promotion	CON			\$38,475			\$38,475
Bike To Work Day Promotion	CON				\$38,475		\$38,475
Bike To Work Day Promotion	CON					\$38,475	\$38,475
Bicycle Promotion5	PLAN	\$25,300					\$25,300
Bicycle Promotion	CON		\$80,840				\$80,840
Bicycle Promotion	CON			\$31,198			\$31,198
Bicycle Promotion	CON					\$15,599	\$15,599
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$48,400					\$48,400
Bicycle Safety Education Classes	CON	\$36,000	\$36,000				\$72,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		\$120,400				\$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			\$117,258			\$117,258
Bicycle Safety, Education & Outreach (e.g., Classes)	CON				\$117,258		\$117,258
System Performance and Innovation							
Bicycle Counters & Barometers	DES/ CON	\$2,500					\$2,500
Bicycle Counters & Barometers	DES/ CON	\$16,500	\$81,000				\$97,500
Bicycle Counters & Barometers	DES/ CON				\$51,615		\$51,615

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Updated March 5, 2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Market Street Green Bike Lanes and Raised Cycletrack2	CON	\$500,544	\$257,856					\$758,400
Innovative Treatments2	PLAN	\$0						\$0
Innovative Treatments	PLAN		\$5,600					\$5,600
Innovative Treatments	PLAN			\$5,600				\$5,600
Innovative Treatments	PLAN				\$5,600			\$5,600
Innovative Treatments	PLAN					\$5,600		\$5,600
Innovative Treatments2	DES	\$0						\$0
Innovative Treatments	DES		\$14,400					\$14,400
Innovative Treatments	DES			\$14,400				\$14,400
Innovative Treatments	DES				\$14,400			\$14,400
Innovative Treatments	DES					\$14,400		\$14,400
Innovative Treatments2	CON	\$0						\$0
Innovative Treatments	CON		\$120,000					\$120,000
Innovative Treatments	CON			\$120,000				\$120,000
Innovative Treatments	CON				\$120,000			\$120,000
Innovative Treatments	CON					\$120,000		\$120,000
Innovative Treatments	CON						\$83,974	\$83,974
Spot Improvements 2, 4	CON	\$0						\$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Updated March 5, 2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
5th Street Green Shared Roadway Markings (Sharrows)	CON	\$82,700						\$82,700
7th Avenue and Lincoln Way Intersection Improvements 4	CON		\$115,324					\$115,324
Spot Improvements	CON		\$197,130					\$197,130
Spot Improvements	CON			\$150,000				\$150,000
Spot Improvements	CON				\$100,000			\$100,000
Spot Improvements	CON					\$20,000		\$20,000
Bicycle Network Expansion and Upgrades								
Bike Strategy Planning	PLAN	\$176,500						\$176,500
Bicycle Network Expansion and Upgrades	PLAN	\$8,550						\$8,550
Bicycle Network Expansion and Upgrades	PLAN		\$135,050					\$135,050
Bicycle Network Expansion and Upgrades	DES	\$168,126						\$168,126
Bicycle Network Expansion and Upgrades	DES		\$168,126					\$168,126
Bicycle Network Expansion and Upgrades 1, 3	CON	\$35,562	\$35,562					\$71,124
Bicycle Network Expansion and Upgrades	CON		\$282,970					\$282,970
Bicycle Network Expansion and Upgrades	ANY			\$225,250				\$450,500
Bicycle Network Expansion and Upgrades	ANY				\$225,250			\$450,500
Bicycle Network Expansion and Upgrades	ANY					\$225,029		\$450,057
Sharrows ¹	DES/ CON	\$167,955	\$88,145					\$256,100
Sharrows	CON		\$46,954	\$45,573	\$45,573			\$138,100

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement**

Updated March 5, 2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Western Addition - Downtown Bikeway Connector	ENV	\$62,000						\$62,000
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$10,000	\$90,000	\$100,000				\$200,000
Second Street Vision Zero Improvements 3	CON	\$79,250	\$79,250					\$158,500
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		\$55,000	\$55,000				\$110,000
Twin Peaks Connectivity	PLAN/ ENV	\$19,866	\$3,134					\$23,000
NTIP Placeholder	ANY		\$148,240	\$143,880	\$143,880			\$436,000
Bicycle Network Expansion and Upgrades								
4th and King Bike Station Improvements	PLAN	\$20,000						\$20,000
Caltrain Bike Facility Improvements	DES/ CON		\$20,000					\$20,000
Caltrain Bike Facility Improvements	DES/ CON				\$20,000			\$20,000
Caltrain Bike Facility Improvements	CON		\$90,000	\$90,000				\$180,000
Caltrain Bike Facility Improvements	CON				\$90,000	\$90,000		\$180,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement**

Updated March 5, 2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
16th/Mission Bike Station [N/TIP]	DES	\$75,500	\$75,500				\$151,000
24th/Mission Bike Station [N/TIP]	DES	\$75,500	\$75,500				\$151,000
Glen Park Bike Station	DES	\$124,000	\$124,000				\$248,000
Cash Flow Programmed in 5YPP		\$1,810,753	\$2,584,456	\$1,136,634	\$1,197,301	\$718,327	\$225,029
Cash Flow Allocated and Pending		\$1,155,449	\$657,575	\$0	\$0	\$0	\$1,813,024
Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Unallocated		\$655,304	\$1,926,881	\$1,136,634	\$1,197,301	\$718,327	\$5,859,474
Cash Flow Programmed in 2014 Strategic Plan		\$2,901,744	\$1,983,296	\$1,378,456	\$1,165,538	\$718,105	\$328,361
Deobligated from Prior 5YPP Cycles **		\$140,059					\$140,059
Cumulative Remaining Cash Flow Capacity		\$1,231,050	\$629,890	\$871,713	\$839,950	\$839,729	\$943,061

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iv. Bicycle and Pedestrian Improvements"/>	
Prop K EP Project/Program:	<input type="text" value="b. Bicycle Circulation/Safety"/>	
Prop K EP Line Number (Primary):	<input type="text" value="39"/>	Current Prop K Request: \$ <input type="text" value="176,500"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

Scope of work begins on next page.

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

The SFMTA requests \$176,500 in Prop K funds to fund the planning process for upgrades or additions to the San Francisco Bike Network recommended by the Bicycle Strategy. The Bicycle Strategy was adopted by the SFMTA Board in 2013 and includes a GIS-based analysis designed to prioritize improvements to the Bike Network with the most potential to fill gaps in the network, yield a high bicycle trip generating potential, and improve comfort and safety. This will be the first planning effort undertaken by the SFMTA to address the recommendations of the Bicycle Strategy. This request will fund the planning and initial scoping of Bicycle Strategy-identified project corridors (see map and list of Bicycle Strategy projects included in this request), and for the conceptual design of three Bicycle Strategy corridors. All conceptual designs produced through this project will support the goal of Vision Zero to eliminate all traffic deaths in San Francisco by 2024.

SCOPE OVERVIEW

Work associated with this funding request will be broken up into two phases: 1) Bicycle Strategy project planning and scoping; and 2) conceptual design. The Bicycle Strategy project planning and scoping phase will take the full list of Bicycle Strategy corridor locations and conduct an exercise to investigate possibilities, constraints, and coordination opportunities, including:

- What design treatments can be implemented given the physical context?
- What improvements are feasible given community support?
- What opportunities exist to coordinate with other streets improvements projects?

Once these questions are answered for the Bicycle Strategy list of corridors, SFMTA staff will propose timelines and funding levels to create the framework for future improvements to the Bike Network. Three project locations will be selected to immediately progress to the conceptual design phase.

The conceptual design phase will include planning and community outreach, followed by development of conceptual designs for the three selected Bicycle Strategy corridor projects. The final deliverable will be a set of conceptual plans for improvements for each location. These conceptual plans will enable the SFMTA to evaluate the funding and environmental review requirements of each project and to begin the legislative process.

DETAILED SCOPE OF WORK

Phase 1: Bicycle Strategy Project Planning and Scoping

The Bicycle Strategy resulted in a prioritized list of project corridors based on a complex needs analysis and a consideration for geographic equity. The SFMTA will perform a broad and high-level ground-truth exercise for each project corridor on the list of Bicycle Strategy-prioritized corridors (see list and map included in this request). This will involve site visits and a review of existing plans, maps, and city records to determine feasible and implementable measures, as well as coordination opportunities for each project location, in order to develop recommendations for each project corridor. Rather than create actual street designs, these recommendations will take a broader look at each project corridor to establish a toolbox of solutions or interventions, similar to the approach

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

taken to develop the WalkFirst Investment Strategy. Once this list is created, SFMTA staff will conduct a high-level budget and scheduling exercise to program—in terms of delivery timeline and funding—the design, environmental planning, and construction of the project corridors. The SFMTA will additionally select three projects to progress immediately to the conceptual design phase. Selection of these three projects will focus on areas of immediate or pressing concern, particularly coordination opportunities, and will ensure timely and cost-effective project delivery. This selection will take into account the prioritization and needs analysis already completed in the Bicycle Strategy planning exercise.

Tasks:

1. Perform a high level ground-truth planning exercise for each project corridor
2. Develop a list of preliminary project opportunities/feasible measures for each location
3. Perform budget/schedule exercise to prioritize funding and project delivery by phase for all project locations

Deliverables:

1. List of high-level constraints/opportunities for each project corridor
2. Program of design, environmental planning, and construction needs for each Bicycle Strategy Corridor
3. List of three project corridors that will immediately progress to Planning/Conceptual design

Phase 2: Conceptual Design

A. Review Existing Conditions

For the three locations selected to progress to the conceptual design phase, the SFMTA will conduct traffic counts, field visits, and a review of current plans for each project area. This could involve manual or tube counts at each location. Additionally, staff will coordinate the planning effort with other City construction, paving, or planning endeavors as needed. Staff will also reach out to the San Francisco Bicycle Coalition, district supervisor staff, and neighborhood or community groups to gather initial input on each project location.

Tasks:

1. Conduct manual or tube traffic and bicycle counts for each project location (if needed)
2. Collect set of recommendations from advocacy or community groups, if applicable
3. Create list of coordination opportunities or requirements between Bicycle Strategy projects and other city projects (ie, paving or MUNI Forward coordination)
4. Create draft project alternatives based on previous project scopes and data collection results

Deliverables:

1. Summary of findings from data collection process for each project corridor
2. A set of project alternatives for each corridor

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

B. Community Outreach

The SFMTA will hold up to two public open-house style meetings for each of the three project corridors. In general, meetings will present options for the project corridor and gather input on specific interventions. Where necessary with more complex or involved project corridors, a second open-house meeting will illustrate the preferred conceptual design to the public and present the rationale for selecting this alternative.

Tasks:

1. Conduct meeting preparation for each project corridor, including producing meeting materials, securing venue, and conducting appropriate outreach
2. Issue one set of mailings for each meeting to notify neighborhood residents
3. Hold up to two public outreach meetings for each project corridor, held in a central location in the neighborhood affected by the project
4. Conduct additional outreach to District Supervisors and community groups as necessary

Deliverables:

1. Record of public outreach meetings held for each project corridor, including attendance, talking points, and any issues or outstanding questions raised at each meeting, as well as outreach materials produced for each meeting

C. Conceptual Design

Following the public outreach process, staff will produce conceptual design solutions for each project corridor. Improvements will focus on the core goals of the Bicycle Strategy; to fill gaps in the network, yield a high bicycle trip generating potential, and improve comfort and safety. These improvements will support the goals of Vision Zero and prioritize reduction in traffic deaths.

Tasks:

1. Conduct design exercises for each project corridor and refine scope of each project
2. Create a set of CAD conceptual design drawings for each project location that show conceptual pavement, sidewalk, and striping changes for the SFMTA preferred alternative
3. Create a set of background maps, counts, and supporting documentation to support the legislation of proposed measures

Deliverables:

1. A set of CAD conceptual design drawings showing conceptual pavement, sidewalk, and striping changes for the SFMTA preferred alternative for each project location
2. A set of background maps, counts, and supporting documentation to support the legislation of proposed measures for each project location
3. A project description sufficient for environmental review and analysis for each project location

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

FY 2014/15

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt **Completion Date (mm/dd/yy)**
Status:

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

Task	Start Date	End Month
Phase 1:		
1. Bike Strategy Project Planning and Scoping	May 2015	July 2015
Phase 2:		
2a. Review Existing Conditions	July 2015	August 2015
2b. Public Outreach	September 2015	January 2016
2c. Conceptual Design	February 2016	May 2016

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

FY 2014/15

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$176,500	\$176,500	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$176,500	\$176,500	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 176,500	Previous similar efforts Design and construction costs are TBD depending on preferred alternatives developed through the conceptual design phase.
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 176,500	

% Complete of Design: 0 as of

Expected Useful Life: TBD Years

MAJOR LINE ITEM BUDGET

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

Position	Total
Salaries	\$171,695
Other Expenses	\$4,850
Total	\$176,545

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent employee

1. BIKE STRATEGY PROJECT PLANNING AND SCOPING

Position	Class	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours for phase (all corridors)	Cost for phase (all corridors)
Public Relations Officer	1314	98,822	56,684	124,872	280,379	0.01	20	\$2,696
Student Design Trainee III, Arch, Engr	5382	60,616	39,763	80,604	180,983	0.01	20	\$1,740
Student Design Trainee II, Arch, Engr	5381	57,845	38,535	77,393	173,773	0.01	20	\$1,671
Student Design Trainee I, Arch., Engr	5380	53,891	38,600	74,270	166,761	0.01	20	\$1,603
Transit Planner II	5288	91,799	53,574	116,735	262,108	0.04	80	\$10,081
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.08	160	\$23,519
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.01	20	\$3,444
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.04	80	\$11,226
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.04	80	\$12,871
Engineer	5241	139,054	73,821	170,939	383,814	0.01	20	\$3,691
Engineer/Architect/Landscape Archite	5211	160,980	83,425	196,258	440,664	0.01	18	\$3,813
Total						0.26	538	\$76,356

2. CONCEPTUAL DESIGN

Position	Class	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours for phase (all corridors)	Cost for phase (all corridors)
Public Relations Officer	1314	98,822	56,684	124,872	280,379	0.04	80	\$10,784
Student Design Trainee III, Arch, Engr	5382	60,616	39,763	80,604	180,983	0.01	20	\$1,740
Student Design Trainee II, Arch, Engr	5381	57,845	38,535	77,393	173,773	0.01	20	\$1,671
Student Design Trainee I, Arch., Engr	5380	53,891	38,600	74,270	166,761	0.01	20	\$1,603
Transit Planner II	5288	91,799	53,574	116,735	262,108	0.07	140	\$17,642
Transit Planner III	5289	108,942	60,633	136,169	305,744	0.04	80	\$11,759
Transit Planner IV	5290	129,182	69,498	159,540	358,221	0.02	40	\$6,889
Assistant Engineer	5203	103,246	58,644	129,998	291,888	0.08	160	\$22,453
Associate Engineer	5207	120,085	65,513	149,036	334,635	0.04	80	\$12,871
Engineer	5241	139,054	73,821	170,939	383,814	0.01	20	\$3,691
Engineer/Architect/Landscape Archite	5211	160,980	83,425	196,258	440,664	0.01	20	\$4,237
Total						0.33	680	\$95,340

Other Expenses

Item	Unit Description	Number of Units	Cost Per Unit	Total Cost
Attorney Fee	Hours	2	\$250.00	\$500.00
Counts and Surveys	3 Bidirectional Survey per corridor	9	\$150.00	\$1,350.00
Outreach Materials	Postcard/Letter	3000	\$1.00	\$3,000.00
Total				\$4,850.00

	hrs	\$
Total	1218	\$176,545

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

FY 2014/15

Project Name: Bike Strategy Planning

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$176,500
 5-Year Prioritization Program Amount: \$185,050 (enter if appropriate)
 Strategic Plan Amount for Requested FY: \$2,967,024

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0
 5-Year Prioritization Program Amount: (enter if appropriate)
 Strategic Plan Amount for Requested FY:

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

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2014/15 for Bicycle Network Expansion and Upgrades planning.
 The Strategic Plan amount is the total amount programmed for the Bicycle Circulation/Safety category in Fiscal Year 2014/15.

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax for Transportation		\$176,500		\$176,500
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$176,500	\$0	\$0	\$176,500

Actual Prop K Leveraging - This Phase: 0.00%
 Expected Prop K Leveraging per Expenditure Plan: 27.84%

\$176,500
Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project: TBD \$ 176,500
 Expected Prop K Leveraging per Expenditure Plan: 27.84% Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$176,500

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$60,000	34.00%	\$116,500
FY 2015/16	\$116,500	66.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$176,500		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 03.18.2015 Resolution No. Res. Date:

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

- Upon completion of project planning and scoping phase (anticipated July 2015), provide list of constraints/opportunities for each project corridor and a prioritized list of projects.
- Upon completion of community outreach (anticipated January 2016), provide a record of meetings, including attendance, talking points, and issues or outstanding questions raised, as well as electronic copies of materials produced for each meeting.
- Upon completion of conceptual design phase (anticipated May 2016), provide conceptual design drawings as well updated project description (scope), schedule, budget, and funding plan for each project location. This deliverable may be met with a Prop K allocation request for the design phase.

Special Conditions:

- SFMTA may not incur expenses for the conceptual design phase until Transportation Authority staff releases the funds (\$100,144) pending receipt of the three project corridors to be advanced to conceptual design and justification for their prioritization.
-

Notes:

-

Supervisory District(s): citywide

Prop K proportion of expenditures - this phase: 100.00%

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

SFCTA Project Reviewer: P&PD Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2014/15	Planning/Conceptual Engineering	\$60,000	79%	\$16,356
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$16,356	21%	\$0
Total:			\$76,356		

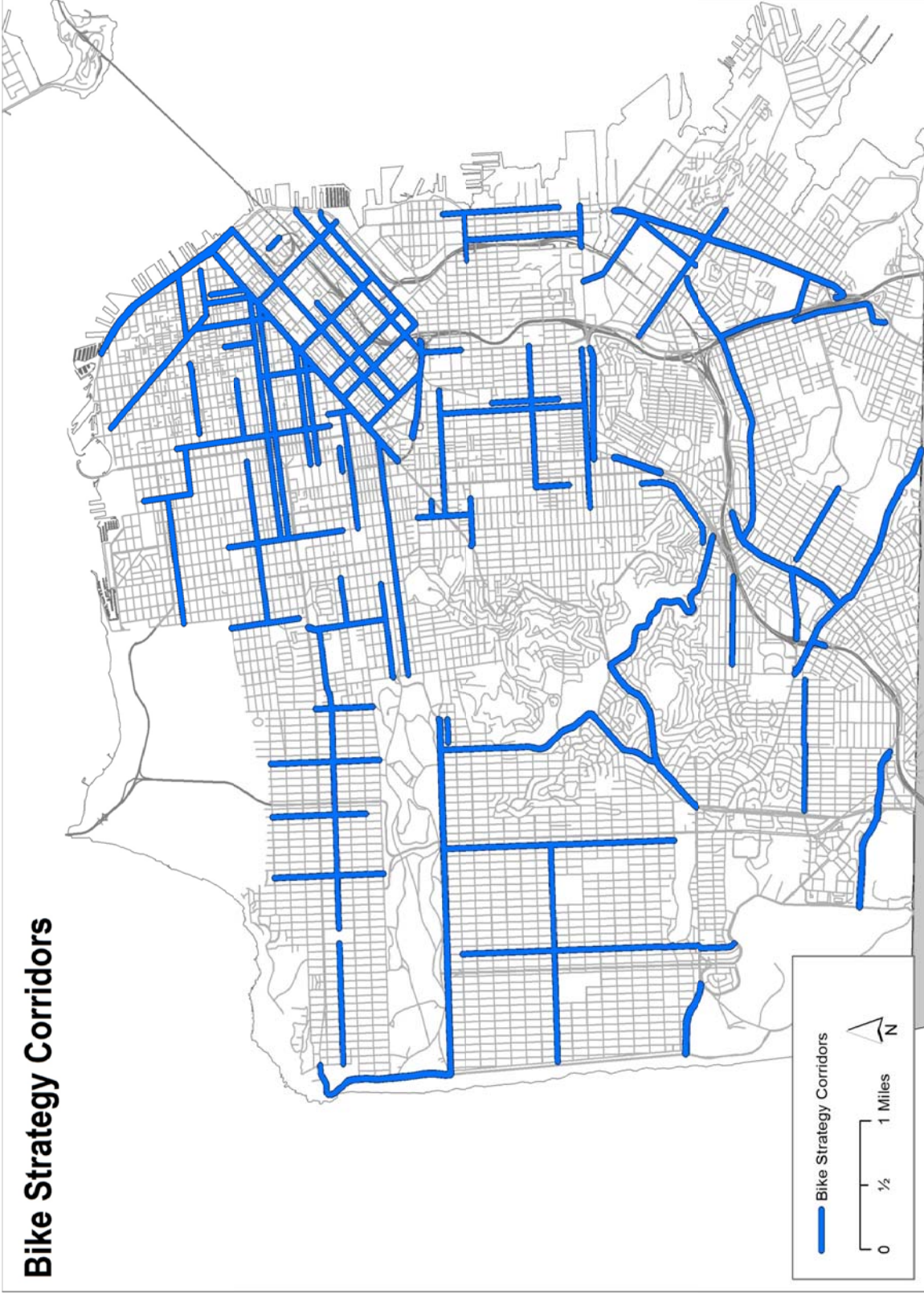
Sub-Project # from SGA: Name:
Supervisorial District(s):

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$100,144	100%	\$0
Total:			\$100,144		

MAP OF BIKE STRATEGY CORRIDORS

Bike Strategy Corridors



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

LIST OF BIKE STRATEGY CORRIDORS

Row	Location	Project Type	District	Mileage
1	22nd Street (Potrero Ave to Chattanooga St)	Upgrade	8 and 9	1.09
2	Turk Street (Market to Gough)	Expansion	6	0.8
3	17th Street (Church to Market)	Upgrade	8	0.3
4	Eddy Street (Market to Gough)	Expansion	6	0.9
5	Alemany (Geneva to Rousseau)	Upgrade	11	1.2
6	Townsend Street, 8th to the Embarcadero	Upgrade	6	1.2
7	Battery (Market St to Clay St)	Upgrade	3	0.23
8	15th Street (Harrison to Market)	Expansion	6 and 8	1
9	Ocean Avenue (280 to Alemany Blvd)	Upgrade	11	0.55
10	Page Street (Stanyan to Market)	Upgrade	5	1.83
11	Kearny Street (Market to Columbus)	Expansion	3 and 6	0.7
12	20th Avenue (Lincoln Way to Wawona St)	Upgrade	4	1.95
13	Broadway (Embarcadero to Columbus Ave)	Upgrade	3	0.48
14	Steiner Street (Jackson to Eddy)	Upgrade	2 and 5	0.78
15	Sutter Street (Steiner St to Market)	Upgrade	2, 3 and 5	1.92
16	Post Street (Steiner St to Market)	Upgrade	2, 3, 5 and 6	1.85
17	Sansome Street (Market to Washington)	Upgrade	3	0.38
18	Geneva Avenue, Ocean Avenue to Bayshore Boulevard	Expansion	10 and 11	2.11
19	Potrero (Division to 17th)	Upgrade	10	0.33
20	Evans (3rd to Cesar Chavez)	Upgrade	10	0.73
21	Larkin (Market to McAllister)	Upgrade	6	0.21
22	Greenwich Street (Lyon St to Octavia St)	Upgrade	2	1
23	Green Street/Octavia wiggle	Upgrade	2 and 3	0.73
24	8th Ave (Lake St to Fulton St)	Upgrade	1	0.96
25	Fremont Street (Folsom St to Harrison St)	Upgrade	6	0.27
26	O' Shaughnessy (Portola to Elk)	Upgrade	8	0.95
27	Division Street (9th to 11th)	Upgrade	10	0.26
28	34th Ave (Irving St to Gellert Dr)	Upgrade	4 and 7	2.33
29	7th Ave (Lincoln to Woodside)	Upgrade	5 and 7	1.4
30	Sloat Blvd (The Great Highway to Skyline Blvd)	Upgrade	7	0.58
31	Grove Street (Octavia to Van Ness)	Upgrade	5	0.27
32	Broadway Tunnel	Expansion	3	0.5
33	San Jose, Randall to Guerrero	Upgrade	8 and 9	0.83
34	11th Street (Market to Division)	Upgrade	6	0.6

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

Row	Location	Project Type	District	Mileage
35	California (Polk to Taylor)	Upgrade	3	0.46
36	Golden Gate Avenue (Masonic Ave to Broderick St)	Upgrade	5	0.36
37	Arguello, Fulton to Presidio	Upgrade	1	1.06
38	Ortega Street (20th to Great Highway)	Expansion	4	1.7
39	Chattanooga Street (22nd to Jersey)	Upgrade	8	0.28
40	Phelps Street (Evans Ave to Palou Ave)	Upgrade	10	0.64
41	23rd Ave (Lake to Fulton)	Upgrade	1	0.91
42	Shotwell Street (15th to 26th)	Expansion	6 and 9	1.2
43	Steiner, Eddy to McAllister	Upgrade	5	0.78
44	Silver Avenue (Alemany Blvd to Palou Ave)	Upgrade	8, 9, 10 and 11	2.01
45	Taylor, Market to Sutter	Expansion	3 and 6	0.47
46	Brotherhood Way	Expansion	7	0.9
47	Sanchez Street (Duboce Ave to 17th St)	Upgrade	8	0.45
48	Mariposa Street (Mississippi St to Illinois St)	Upgrade	10	0.36
49	Presidio Avenue (Post to Pacific)	Upgrade	2 and 5	0.65
50	Hugo Street (3rd and 6th)	Upgrade	5	0.18
51	Hearst Avenue (Genessee St to Circular Ave)	Upgrade	7	0.68
52	Indiana Street (Mariposa St to Cesar Chavez)	Upgrade	10	0.99
53	14th Street, Sanchez to Market	Upgrade	8	0.12
54	Bosworth, Elk to San Jose	Upgrade	8	0.41
55	Washington Street (Drumm to Columbus)	Expansion	3	0.3
56	Fulton Street, Octavia to Franklin	Expansion	5 and 6	0.18
57	California Street (Franklin to Presidio)	Expansion	2	1.3
58	Lincoln Way (Great Highway to Kezar)	Expansion	1, 4 and 5	2.8
59	San Bruno, Paul to Arleta	Upgrade	9 and 10	0.92
60	Claremont, Dewey Circle to Portola	Upgrade	7	0.3
61	26th Street (Sanchez to Hampshire)	Expansion	8 and 9	1.2
62	15th Ave (Lake St to Cabrillo St)	Upgrade	1	0.79
63	Anza St (48th to Arguello)	Expansion	1	3
64	Persia Avenue (Mission to Mansell)	Expansion	10 and 11	0.6
65	Brannan Street (Division to Embarcadero)	Expansion	6	1.5
66	Anza St (Arguello to Masonic)	Expansion	1	0.6
67	Dewey Blvd (Claremont Blvd to Woodside Ave)	Upgrade	7	0.35

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

FY of Allocation Action:	2014/15	Current Prop K Request:	\$ 176,500
			Current Prop AA Request:

Project Name: Bike Strategy Planning

Implementing Agency: San Francisco Municipal Transportation Agency

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

Project Manager

Grants Section Contact

Name (typed): Charlie Ream

Joel C. Goldberg

Title: Planner

Manager,
Capital Procurement & Mgmt

Phone: 415-701-4695

(415) 701-4499

Fax: _____

(415) 701-4734

Email: charles.ream@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 SVN, 7th Floor, San Francisco,
94103

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

Signature: _____

Date: _____



SFMTA
Municipal
Transportation
Agency

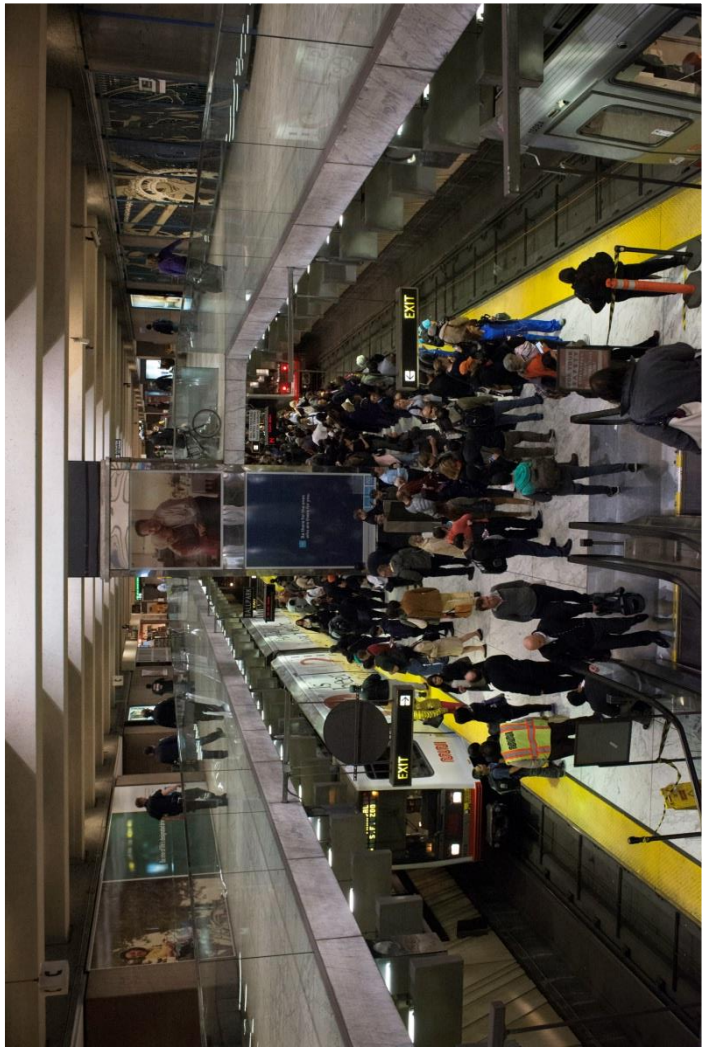
SFMTA Rail Capacity Strategy

March 25, 2015

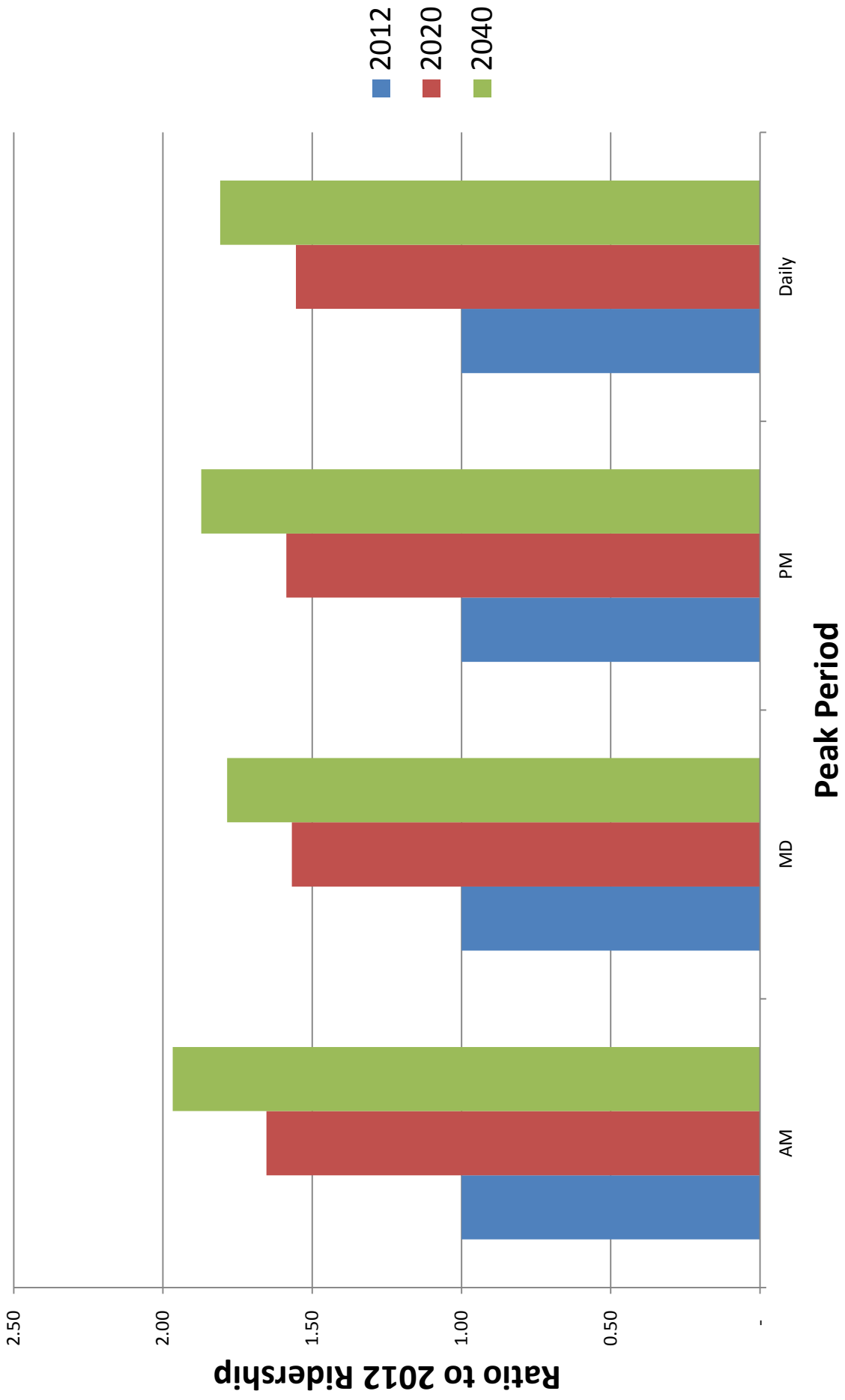
SFCTA CAC

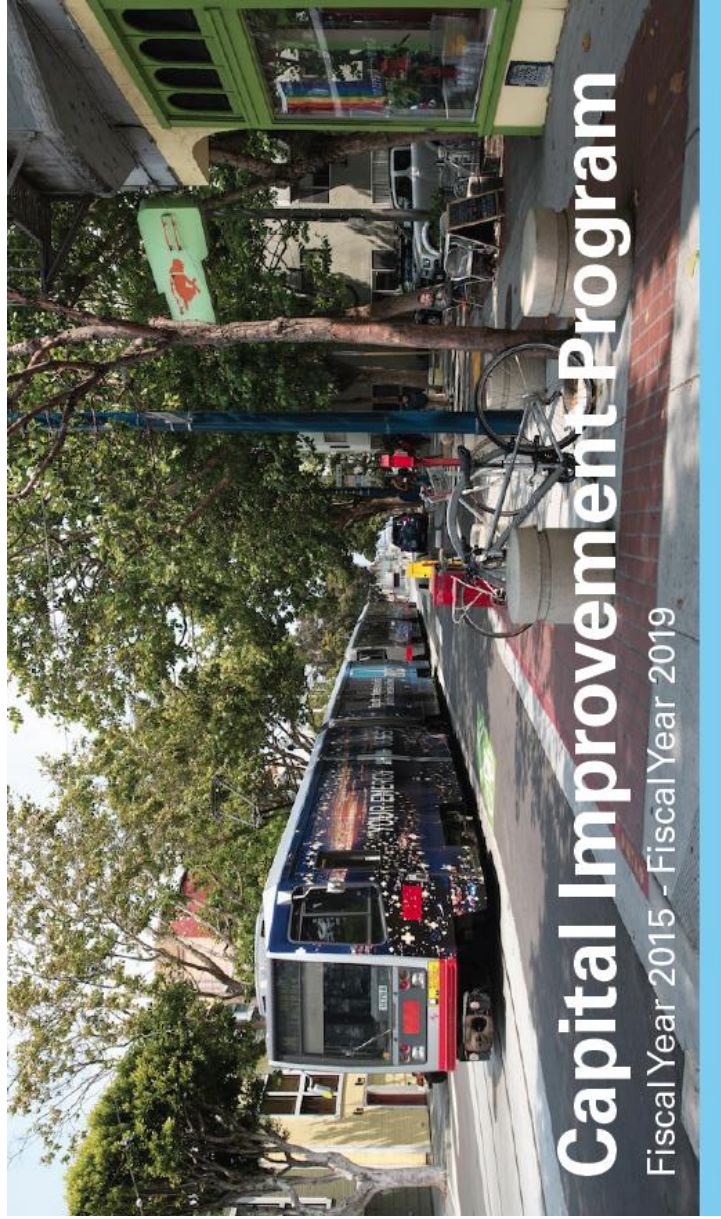
Presentation Overview

- Rail Capacity Strategy
 - Purpose & Need
 - Scope
- Rail Capacity Technical Panel
- Near-Term Investments
- Workshops & Outreach
- Medium/Long-Term Investments
- Next Steps & Discussion



Forecasted Light Rail Boardings





Capital Improvement Program

Fiscal Year 2015 - Fiscal Year 2019

Adopted on May 20, 2014



SFMTA Strategic Plan

Fiscal Year 2013 - Fiscal Year 2018

SFMTA | Municipal Transportation Agency



SFMTA Bicycle Strategy

April 2013

SFMTA



San Francisco Pedestrian Strategy

January 2013



SFMTA

SAN FRANCISCO PUBLIC UTILITIES COMMISSION
REAL CENTER & FACILITIES WORK FOR THE 21ST CENTURY

SITE VISITS AND INTERVIEW DOCUMENTATION

DRAFT

Prepared by:
Petersen Associates, Inc.
Petersen, Inc.
Golder Associates
TAD Environmental, Inc.
May 16, 2013

TRANSIT EFFECTIVENESS PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

Volume 1 - Chapters 1 to 7



City and County of San Francisco Planning Department
Case No. 2011088E | 201110200
DUE ER Publication Date: July 10, 2013
DRAFT ER Publication Date: August 1, 2013
DRAFT ER Revision Date: July 11, 2013 August 26, 2013
Shelby Lammey, Project Manager
Dana A. Aron, Study Coordinator, Project Writer
1015 Market Street, Suite 1000
San Francisco, CA 94102
www.sf.gov/transportation

MUNI FORWARD



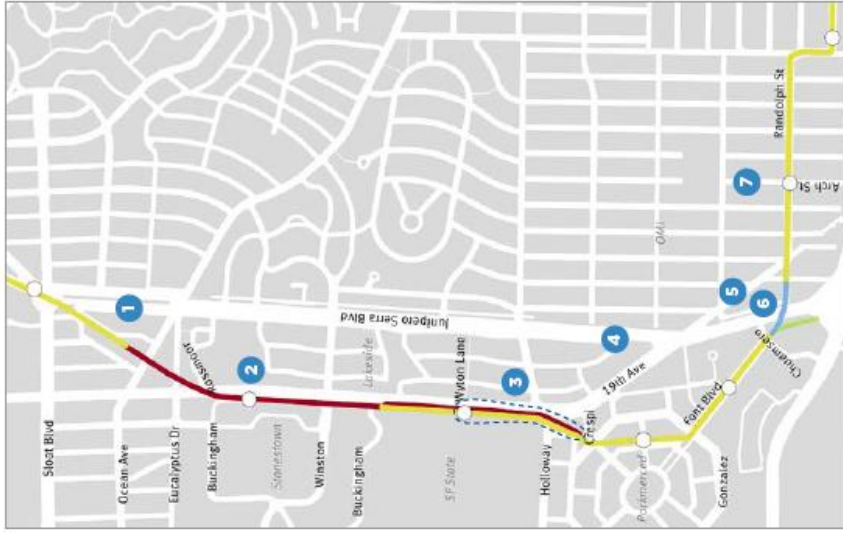


Figure ES-8. Key Features of the Highest-Performing Alternative (Longer Subway and Bridge)

19TH AVENUE TRANSIT STUDY



Waterfront Transportation Assessment

T-Third Phase 3

Rail Capacity Strategy Deliverables

- Prioritized over next two CIP cycles (0-10 year)
 - Conceptual Engineering (5%) for Highest Priority Near Term Projects
 - Specific projects (scope, schedule, budget) that leverage SOGR opportunities and can be added to CIP
- Prioritized Mid & Long Term (10-20+ year) Capacity Improvement and Expansion Corridor Concepts
 - Order of Magnitude/Unit Cost Based Cost Estimates

Relationship to Regional efforts



Existing Constraints Major Themes

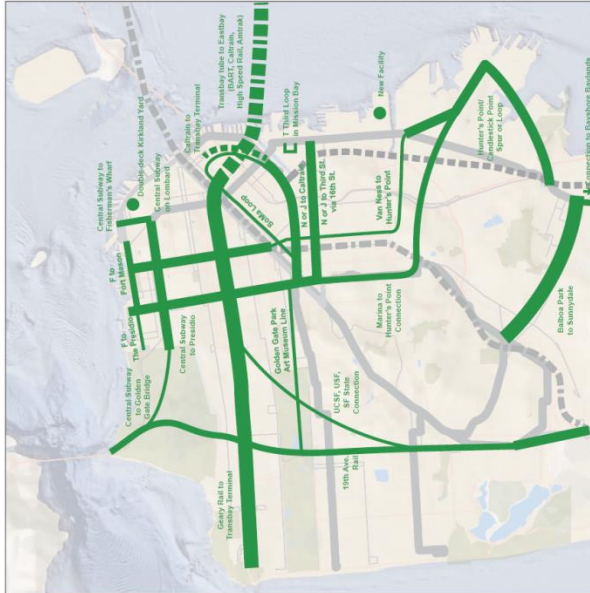
<p>Infrastructure</p>	<p>Vehicles (fleet size, reliability) ATCS Equipment (counters, blocks, sensors, signals, etc.) Station/Stop Spacing System Flexibility (crossovers, loops, wyes, switches) Facilities (vehicle storage & Maintenance) Station/Terminal/Turnaround Car Capacity Overhead (capacity and resiliency)</p>
<p>Operations</p>	<p>Dwell Times Subway Intrusion ATCS at Portals and Non-Communicating Trains Modal Conflicts Transit Signal Priority/Traffic Control/At-Grade Crossings</p>
<p>Human Resources</p>	<p>Senior Staff Attrition/Institutional Knowledge Operator Availability</p>

Top Priority 1-5 year Investments

Capacity Enhancement	Project Benefit
West Portal Conflict Reduction	Reduce conflicts and associated delay at one of the busiest LRV intersections in the Muni system
Muni Metro Extension (MMX) Pocket	Reduces Embarcadero turn-back bottleneck following opening of Central Subway.
MMX Transit Signal and Train Control/Tramway Enhancement	Reduce travel time between Folsom & 4 th & King stations. Investigate Train Control System to allow for reverse running.
Church & Duboce Portal Conflict Reduction	Reduce conflicts and associated delay at Church & Duboce intersection



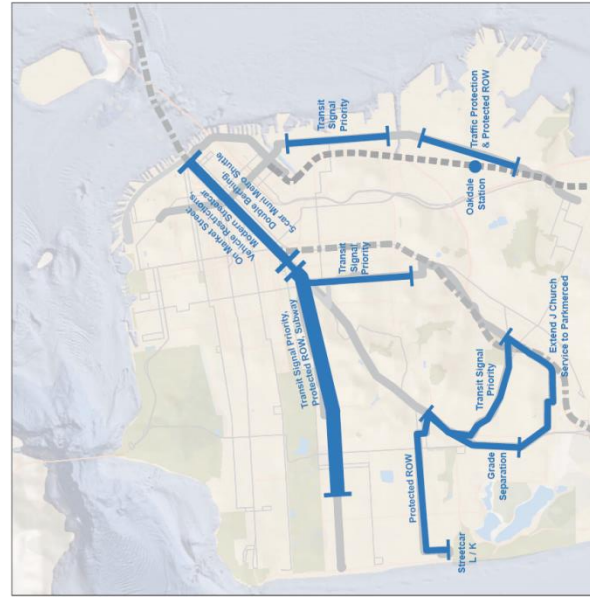
Bottlenecks



System Expansion



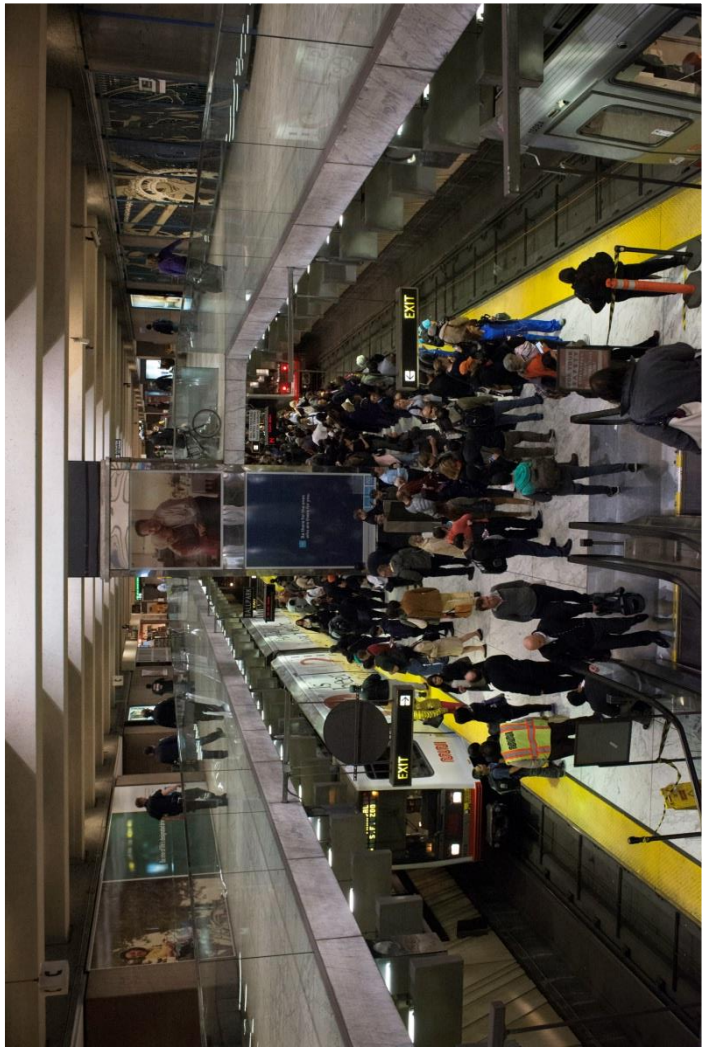
System Resiliency



System Enhancement

Next Steps

Deliverable	Date
Identify Mid-Term Prioritized Investments	March 2015
Scope and Order of Magnitude Cost Estimates	March 2015
Draft Rail Capacity Strategy	April 2014



Grahm Satterwhite

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Scott Jefferis

Capital Liaison for Transit Operations

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Memorandum

Date: 03.18.15

RE: Citizens Advisory Committee
March 25, 2015

To: Citizens Advisory committee

From: Lee Saage – Deputy Director for Capital Projects

Subject: **INFORMATION** – Major Capital Projects Update – Central Subway

Summary

2014 was another milestone year for the Central Subway project. Work on the \$233 million tunnels contract reached a major milestone in June, when both tunnel boring machines completed the tunnel bores from the launch box under I-80 to the extraction pit in North Beach. The contractor also completed the construction of the headwalls for the three underground stations and all five cross passages between the tunnels. Substantial completion of this contract is expected in April 2015. Work is also underway on the largest single construction contract ever awarded by the San Francisco Municipal Transportation Agency: the \$840 million Stations and Systems contract. The contractor, Tutor Perini will construct the three underground stations, the surface station, and the overall systems for the project. In January, work ramped up at the Union Square station after the removal of the Winter Walk, an urban park and open space which was installed for the holidays. At that station, pile installation has been completed and work has commenced at the Union Square garage. Slurry wall installation on the perimeter walls for the Chinatown Station headhouse has been completed, and construction has begun on the roof slab at the Yerba Buena/Moscone station. As of the end of January, this contract was 26.88% complete. Substantial completion of this contract is scheduled for February 2018. As of December 31, 2014, the project had paid out \$95.57 million to Small Business Enterprises. With a budget of \$1.578 billion, revenue service is anticipated by December 2018. **This is an information item.**

BACKGROUND

The San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway project will extend the T-Third light rail line (also known as the Initial Operating Segment of the Third Street Light Rail Project) north from King Street along Fourth Street, entering a tunnel north of Bryant Street, crossing beneath Market Street, and running under Stockton Street to Stockton and Washington Streets. A surface station will be provided near Brannan Street, and underground stations will be located at Yerba Buena/Moscone Center, Union Square, and Chinatown. The Central Subway is one of the signature projects in the Prop K Expenditure Plan.

On March 30, 2010, through Resolution 10-51, the Transportation Authority Board adopted a Baseline Budget, Schedule and Funding Plan for the Central Subway project and subsequently adopted an amended funding plan on February 15, 2011, through Resolution 11-44. On October 11, 2012 the SFMTA received the Full Funding Grant Agreement from the Federal Transit Administration (FTA), which represents the federal government's commitment of \$942 million in New Starts funds to the project. All design work for the project has been completed. Construction started in January 2010 and is scheduled to be completed in June 2018, with revenue service starting in December 2018.

DISCUSSION

The purpose of this memorandum is to provide an update on the Central Subway project.

Budget: The Baseline Budget for the Central Subway project is \$1.578 billion in year-of-expenditure

dollars As of January 31, 2015, the project has incurred \$747.65 million in costs against \$1.03 billion in allocations. The current cost Forecast-at-Completion remains unchanged at \$1.578 billion. The expenditures reflect 47.3% of the overall budget and the earned value is 46.6%.

Central Subway Baseline Budget (in millions)	
Preliminary Engineering	\$46.2
Final Design	\$83.7
Construction	\$1,080.6
Real Estate	\$37.4
Vehicles	\$26.4
Project Management	\$206.4
Other*	\$22.9
Unallocated Contingency	\$74.4
Approved Baseline Budget Total	\$1,578.3
Forecast Cost at Completion	\$1,578.3

*Other includes legal, permits, review fees, survey, testing, investigation, inspection, and startup

Funding: The funding plan for the project is depicted in the table below and in a more detailed format in Attachment 1. All funding sources are allocated, with the exception of about \$437 million in Federal New Starts funds, which are committed to the project by the FTA, but subject to annual appropriations by Congress, and \$75.5 million in State Regional Improvement Program (RIP) funds, which are planned.

The Transportation Authority and SFMTA have long recognized that the RIP is a very erratic source of funding and one that has been chronically under-funded for more than a decade. Thus, we have been supporting SFMTA in the identification of alternate fund sources that can meet the project's cash flow needs. The Transportation Authority will uphold its RIP commitment by programming those funds to other eligible SFMTA RIP projects as the funds become available.

Central Subway Funding Plan by Source (in millions)	
Federal 5309 New Starts Program	\$942.2
Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$41.0
State Prop 1B- SFMTA	\$225.3
State Regional Improvement Program/Other Local	\$88.0
State Prop 1B- MTC	\$82.5
State Prop 1A High Speed Rail Connectivity	\$61.3
State Traffic Congestion Relief Program (TCRP)	\$14.0
Local Prop K Sales Tax	\$124.0
Total Funding	\$1,578.3

Schedule: As shown below, revenue service on the Central Subway is scheduled to commence on December 26, 2018. The controlling critical (longest) path currently runs through the excavation and construction of the Union Square/Market Street Station (UMS), followed by UMS commissioning, systems construction and, finally, commissioning and pre-revenue activities. Construction of the Chinatown station is close to the critical path.

Central Subway Construction Milestones	
Notice to Proceed for Stations and Systems contract	May-13
Start tunnel boring with tunnel boring machine (TBM)	May-13
Tunnels substantial completion	Apr-15
Complete Yerba Buena/Moscone Station	Jul-17
Complete Chinatown Station	Oct-17
Complete Union Square/Market Street Station	Oct-17
Substantial Completion of Stations and Systems contract	Jan-18
Startup and Commissioning begins	Jul-18
Revenue service	Dec-18

Status: The project is being delivered in four construction packages, all of which have been awarded. Utility Relocation 1 and Utility Relocation 2 have been completed and the tunnels contract is nearing completion. Work is underway on the Stations and Systems contract.

2014 was another milestone year for the Central Subway project. Work on the \$233 million tunnels contract reached a major milestone in June, when both TBMs, Mom Chung and Big Alma, completed the tunnel bores from the launch box under I-80 to the extraction pit in North Beach. The contractor, a Joint Venture of Barnard/Impregilo/Haley, also completed the construction of the headwalls for the three underground stations and all five cross passages between the tunnels. Work is now concentrating on the tunnel portal under I-280 at 4th and Bryant Streets. Substantial completion of this contract is expected in April 2015.

Work is also proceeding on the largest single construction contract ever awarded by the SFMTA: the \$840 million Stations and Systems contract. The contractor, Tutor Perini, will construct the three underground stations, the surface station, and the overall systems for the project. In January, work ramped up at the Union Square station after the removal of the Winter Walk, an urban park and open space which was installed for the holidays. At that station, pile installation has been completed and work has commenced at the Union Square garage with hazardous material abatement and demolition. Slurry wall installation on the perimeter walls for the Chinatown Station headhouse has been completed in preparation for excavation. At the Yerba Buena/Moscone station the slurry perimeter wall has also been completed and construction has begun on the roof slab. For the surface station at 4th and Brannan Streets, work was started on the cast-in-place drilled piles. As of the end of January, this contract was 26.88% complete. Substantial completion of this contract is scheduled for February 2018.

DBE/SBE Program: The Central Subway's Small Business Enterprise (SBE) program is based on contract-specific goals ranging from 6% to 30%, depending on the type of work and availability of SBEs. As of December 31, 2014, the project has paid out \$95.57 million to SBEs, 13.1% of the total expenditures. For its part, the \$838 million Stations and Systems contract has a goal of 25.5%, which represents \$214 million to SBE's. A detailed SBE report is included as Attachment 2.

Challenges: Although the project's Forecast-at-Complete indicates that the project will be completed within budget, the total cost contingency stands at \$81.22 million, \$58.78 million below the current FTA recommended minimum of \$140 million. SFMTA has implemented a cost containment program in partnership with the FTA and the Transportation Authority's project management oversight team which includes Cost Containment Workshops in addition to the already existing Risk Management workshops and Configuration Management Board, which reviews and approves all proposed project changes.

Although all funding for the project is identified, there is a need for ongoing advocacy to ensure that annual appropriations of the remaining New Starts funds remain at the levels needed to meet project cash flow needs. Recent appropriations have been keeping pace with projected needs. Another funding concern is the need to secure an alternate funding source for the remaining \$75.5 million in RIP funds which almost certainly won't be available when required to meet the project's cash flow needs given projected state funding levels. As noted above, Transportation Authority and SFMTA staffs continue to work together on this topic.

Although the schedule for revenue service remains unchanged, the schedule contingency on the critical path is 4.8 months, which is below the FTA's recommended minimum schedule contingency level of 8 months at this stage of construction.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (2):

1. Central Subway Funding Plan
2. Central Subway SBE Participation

Attachment 1
Central Subway Full Funding Plan
Updated: March 2015

Source ²	Type	Status	Project Phases ¹						Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON	CON	TOTAL		
5309 New Starts	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$385,180,078	\$469,181,484	\$942,200,000		
		Programmed	\$0	\$0	\$0	\$473,018,516	\$473,018,516			
		Planned	\$0	\$0	\$0	\$0	\$0			
CMAQ	Federal	Allocated	\$0	\$14,328,445	\$0	\$26,696,555	\$41,025,000	\$41,025,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$0	\$0	\$61,308,000	\$61,308,000	\$61,308,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop 1B- MTC	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$63,270,813	\$87,895,815	\$87,895,815		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop 1B-SFMTA	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$194,499,677	\$219,896,185	\$219,896,185		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
RIP-SF/Other ³	State	Allocated	\$0	\$0	\$0	\$12,498,000	\$12,498,000	\$88,000,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000			
TCRP	State	Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000	\$14,000,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop K	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$92,414,199	\$123,975,000	\$123,975,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Totals		Allocated	\$45,453,112	\$113,681,636	\$34,777,414	\$835,867,322	\$1,029,779,484	\$1,578,300,000		
		Programmed	\$0	\$0	\$0	\$473,018,516	\$473,018,516			
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000			
			\$45,453,112	\$113,681,636	\$34,777,414	\$1,384,387,838	\$1,578,300,000			

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).

² Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, MTC - Metropolitan Transportation Commission, RIP - Regional Improvement Program, SFMTA - San Francisco Municipal Transportation Agency, and TCRP - Traffic Congestion Relief Program.

³ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four signature Prop K projects, including Central Subway. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made Central Subway the second highest priority after Presidio Parkway (required by the State) for future RIP funding cycles until those commitments are fulfilled. The Presidio Parkway RIP commitment was fulfilled with adoption of the 2012 State Transportation Improvement Program, making Central Subway the highest priority for RIP funds. The Transportation Authority and SFMTA are working together to ensure that alternate funding is available to the project, given that the remaining RIP funds are not likely to be available in time to meet the project's cash flow needs.

Attachment 2 Central Subway SBE Participation

Contract No.	Contractor	Services/Segment	A	B	C	D	E	F	G
			Contract Amount	SFMTA SBE Contract Goal	Contract Expenditure to Date (Est.)	SBE Actual to Date	SBE Contract \$s = A * B	SBE Amount to Date = C * D	Contractor's SBE Goal (in Bid)
Project Professional Services Contracts			millions			millions			
1	CS Partnership	Project Management	\$85.14	30%	\$46.30	36%	\$25.54	\$16.69	31.4%
2	Hill International	Project Controls Task 1	\$17.11	26%	\$7.87	22%	\$4.45	\$1.71	26.0%
3	PB Telemon	Tunnels Design	\$7.49	30%	\$7.65	30%	\$2.25	\$2.33	31.6%
4	CS Design Group	Stations Design	\$36.52	30%	\$28.40	44%	\$10.96	\$12.38	36.4%
5	HNTB, Inc.- B&C	Systems, Track & Surface Station Design	\$17.23	30%	\$12.04	29%	\$5.17	\$3.50	30.0%
Subtotal Professional Services			\$163.50		\$102.25		\$48.36	\$36.61	
Project Construction Contracts			millions			millions			
1	Synergy Inc	Utility Relocation 1	\$11.97	20%	\$11.97	97.2%	\$2.39	\$11.63	96.4%
2	Synergy Inc	Utility Relocation 2	\$20.79	20%	\$20.79	87.4%	\$4.16	\$18.18	94.9%
3	BIH	Tunnels and Portal - in Construction	\$241.08	6%	233.57	5.8%	\$14.47	\$13.62	6.1%
4	MH Construction	Pagoda Demolition	\$0.68	100%	\$0.64	98.7%	\$0.68	\$0.63	100.0%
5	Tubr-Perini	Stations/Track/Systems - in Construction	\$838.09	20%	\$210.17	7.2%	\$167.62	\$15.14	25.5%
Subtotal Construction Contracts			\$1,112.61		\$477.14		\$189.31	\$59.20	
Contract	Contractor	Services/Segment	Base Contract	SFMTA Goal	Expenditures	SBE Actual	= A * B	= C * D	Bid Goal



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San Francisco County Transportation Authority

March 2015

Bills of Interest

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

The Finance Committee is recommending new support positions on Assembly Bill (AB) 40 (Ting), AB 227 (Alejo), AB 378 (Mullin), AB 464 (Mullin), AB 516 (Mullin), AB 1265 (Parea), AB 1287 (Chiu), Assembly Constitutional Amendment 4 (Frazier), Senate Bill (SB) 321 (Beall) and SB 564 (Cannella), and an oppose position on AB 1138 (Patterson) and AB 1160 (Harper) this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Introduced: 12/1/2014 pdf html	Alejo D (Dist 30)	Community revitalization authority. Would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.	Assembly Print	Watch	Spot bill. The ultimate intent is for a bill that would permit the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.

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Bill #	Author	Description	Status	Position	Comments
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
AB 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Transportation	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.
AB 23 Introduced: 12/1/2014 pdf html	Patterson R (Dist 23)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferral will be to reduce Cap and Trade auction revenues.

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Bill #	Author	Description	Status	Position	Comments
AB 24 Introduced: 12/1/2014 pdf html	Nazarian D (Dist 46)	Transportation network companies: public safety. Would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.	Assembly Print	Watch	Spot bill. Intended to further develop the existing transportation network company regulatory statutes.
AB 28 Amended: 2/11/2015 pdf html	Chu D (Dist 25)	Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the red flashing light, reflective gear worn by the bicyclist.	Assembly Transportation	Watch	This is a new approach to bike safety that would require reflective clothing or flashing lights in lieu of reflective lights.
AB 40 Introduced: 12/1/2014 pdf html	Ting D (Dist 19)	Golden Gate Bridge: sidewalk fees. Current law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property. This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	Assembly Transportation	Recommend Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
AB 61 Introduced: 12/12/2014 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 162 Introduced: 1/21/2015 pdf html</p>	<p>Rodriguez D (Dist 52)</p>	<p>State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of Motor Vehicles, to initiate a 12-month study on wrong-way driving on state highways. The bill would require the study to incorporate findings and recommendations to the appropriate policy and fiscal committees of the Legislature, including solutions to reduce the number of instances of wrong-way driving and a proposed schedule for implementation of those solutions. The bill would make related findings and declarations. This bill contains other related provisions.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>This bill would initiate a formalized analysis by Caltrans on wrong-way driving.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 194 Introduced: 1/28/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Would delete the requirement that high-occupancy toll (HOV) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions.	Assembly Transportation	Support	The author introduced this bill for the Self-Help Counties Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. We are interested in strengthening that language to ensure a meaningful role for local transportation authorities in any planned facility. The bill would establish a process through which the Metropolitan Transportation Commission (MTC), in consultation with the Transportation Authority, could consider any proposed tolled lanes in the city. Our Freeway Corridor Management Strategy will inform San Francisco's position on this topic. The bill would also support MTC's proposed regional express lane network.
AB 212 Introduced: 2/2/2015 pdf html	Achadjian R (Dist 35)	State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill for which the author has not disclosed his intentions.

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Bill #	Author	Description	Status	Position	Comments
AB 223 Introduced: 2/3/2015 pdf html	Dahle R (Dist 1)	Highways: exit information signs. Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route (SR) 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	Assembly Transportation	New - Recommend Watch	Authorizes extension of the use of new information signs under study now on SR 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee.
AB 227 Introduced: 2/3/2015 pdf html	Alejo D (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Transportation	New - Recommend Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends Public Private Partnership law. We previously had a watch position on this bill.
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources	New - Recommend Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.

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Bill #	Author	Description	Status	Position	Comments
AB 313 Introduced: 2/12/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts. Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	New - Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
AB 378 Introduced: 2/18/2015 pdf html	Mullin D (Dist 22)	State Highway 101 corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print	New - Recommend Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. We will meet with the author to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
AB 457 Introduced: 2/23/2015 pdf html	Melendez R (Dist 67)	High-occupancy vehicle lanes. Current law provides that the Department of Transportation has full control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
AB 464 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Print	New - Recommend Support	Provides significant new local government sales tax capacity by setting local cap at 3%.

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Bill #	Author	Description	Status	Position	Comments
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
AB 516 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.	Assembly Print	New - Recommend Support	This bill requires development of a statewide temporary license plate (system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Print	New - Recommend Watch	Spot bill.

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Bill #	Author	Description	Status	Position	Comments
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District: strikes: prohibition. Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Print	New – Recommend Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage provided certain conditions are met
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority (LACMTA), in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Print	New - Recommend Watch	Expands LACMTA's authority relative to HOT Lanes in its jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income, including hardship exemptions. If approved this bill would likely negatively impact the HOT Lane's ability to maintain its functional level of service.
AB 828 Introduced: 2/26/2015 pdf html	Low D (Dist 28)	Vehicles: transportation network companies. Would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.	Assembly Print	New - Recommend Watch	Spot bill to address transportation network companies.

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Bill #	Author	Description	Status	Position	Comments
AB 869 Introduced: 2/26/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	Assembly Print	New - Recommend Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Introduced: 2/26/2015 pdf html	Chu D (Dist 25)	Transportation: property acquisition. Current law provides that when the Department of Transportation or the High-Speed Rail Authority acquires title to real property for highway or high-speed rail purposes, as specified, and leases that property for commercial or business uses to the former owner for a term exceeding 6 months, the department or authority, as the case may be, may secure fire insurance for the property if the former owner requests the coverage and the premium is included in the rental agreed to be paid. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill regarding state transportation project-related property acquisition.
AB 902 Introduced: 2/26/2015 pdf html	Bloom D (Dist 50)	Bicycle riders. Current law provides that a person riding a bicycle or operating a pedicab on a highway has the rights of, and is subject to specified current provisions governing, the driver of a vehicle on a highway, except for those provisions that by their very nature can have no application. Current law also provides that a peace officer, as defined, operating a bicycle during the course of his or her duties and under specified circumstances is exempt from those provisions, subject to specified limitations. This bill would make technical, nonsubstantive changes to those provisions.	Assembly Print	New - Recommend Watch	Spot bill related to bicyclist laws.

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Bill #	Author	Description	Status	Position	Comments
AB 1015 Introduced: 2/26/2015 pdf html	Bloom D (Dist 50)	Parking: car share vehicles. Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program. The bill would authorize the local ordinance or resolution to include a mechanism for the payment of fees to the local authority, as specified.	Assembly Print	New - Recommend Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Introduced: 2/26/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements (PLAa) that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Print	New - Recommend Watch	Requires priority for cap and trade - funded projects that incorporate PLAs.
AB 1033 Introduced: 2/26/2015 pdf html	Garcia, Eduardo D (Dist 56)	Infrastructure financing. The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Print	New - Recommend Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment (IOS) and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Print	New - Recommend Watch	This bill would dedicate the 25% share of cap and trade to (1) the IOS, and (2) blended system projects (including Caltrain electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.

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Bill #	Author	Description	Status	Position	Comments
AB 1096 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Vehicles: motorized bicycles. Current law defines a "motorized bicycle" or "moped" for purposes of the Vehicle Code as a 2-wheeled or 3-wheeled device that has fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground. This bill would make a technical, nonsubstantive change to that provision.	Assembly Print	New - Recommend Watch	This spot bill pertains to the definition of motorized bikes.
AB 1098 Introduced: 2/27/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. Current law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to congestion management plans.
AB 1115 Introduced: 2/27/2015 pdf html	Salas D (Dist 32)	Transportation funds. Current law provides various sources of funding for transportation projects. Current law authorizes the California Transportation Commission to approve advance expenditures by local agencies of local funds relative to certain transportation projects that have been designated to receive future funds from the state when those funds become available. This bill would make a nonsubstantive change to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to CTC approval of advance expenditure of funds.
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Print	New - Recommend Oppose	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project.

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Bill #	Author	Description	Status	Position	Comments
AB 1160 Introduced: 2/27/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Print	New - Recommend Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
AB 1171 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the CM/GC project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway that is not on the state highway system and is in a voter-approved expenditure plan.
AB 1236 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle (EV) charging stations. Would require a city or county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Subjects EV charging station to requirement that local governments approve installations.

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Bill #	Author	Description	Status	Position	Comments
AB 1265 Introduced: 2/27/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Print	New - Recommend Support	Extends public private partnership law, indefinitely.
AB 1284 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would thereby make the Toll Bridge Program Oversight Committee subject to the Bagley-Keene Open Meeting Act.	Assembly Print	New - Recommend Watch	Subjects BATA to open meeting Act requirements.
AB 1287 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Vehicles: parking violations: cameras. Would authorize San Francisco to install forward-facing cameras to record parking violations and high-occupancy lane and intersection obstruction violations. The bill would require a high-occupancy lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Support	Grants city of San Francisco authority to install cameras for enforcement of parking and high occupancy vehicle lane violations.

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Bill #	Author	Description	Status	Position	Comments
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission (CTC). Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Print	New - Recommend Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC) Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the MTC in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly Print	New - Recommend Watch	Spot bill relating to fiscal relationship between BATA and MTC.
AB 1486 Introduced: 2/27/2015 pdf html	Oberholte R (Dist 33)	Vehicles: toll highways. Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	Spot bill pertaining to toll highways.

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Bill #	Author	Description	Status	Position	Comments
ACA 4 Introduced: 2/27/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Print	New - Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.

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

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Bill #	Author	Description	Status	Position	Comments
SB 9 Introduced: 12/1/2014 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. It allows for multi-year funding commitments for a project and authorizes the California Transportation Commission to approve a Letter of No Prejudice, allowing sponsors to spend local funds on an authorized project for subsequent reimbursement. This bill contains other existing laws.	Senate Environmental Quality	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System. Guidelines for expanding the first \$25 million in this category were recently finalized. This was followed by a competitive call for projects by the State Transportation Agency. SFMTA is targeting this program to payback funds committed by MTC to its LRV procurement contract option for 40 expansion LRVs.
SB 16 Amended: 3 /2/2015 pdf html	Beall D (Dist 15)	Department of Transportation: budgetary cost-savings plan. Would require the Department of Transportation, by April 1, 2016, and as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to \$200,000,000 annually in cost savings from its budget, and to submit the plan to the appropriate policy committees of the Senate and the Assembly. This bill contains other existing laws.	Senate Rules	Watch	The author is seeking to compel Caltrans to adopt more program efficiencies and then direct the resulting savings into road repair and litter control.
SB 34 Introduced: 12/1/2014 pdf html	Hill D (Dist 13)	Automated license plate recognition (ALPR) systems: use of data. Would impose specified requirements on an ALPR operator as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information.	Senate Transportation and Housing	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

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Bill #	Author	Description	Status	Position	Comments
SB 39 Introduced: 12/1/2014 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle (HOV) lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for HOVs. This bill would increase the number of those identifiers that the Department of Motor Vehicles is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Senate Transportation and Housing	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
SB 45 Introduced: 12/12/2014 pdf html	Mendoza D (Dist 32)	Economic development. Current law provides for various economic development programs throughout the state that foster community sustainability and community and economic development. Current law also authorizes local agencies to finance the purchase, construction, expansion, improvement, or rehabilitation of certain types of facilities. This bill would state the intent of the Legislature to enact legislation that would authorize local governmental entities to use tax increment financing for the development of economic planning, infrastructure, and educational facilities.	Senate Rules	New - Recommend Watch	This spot bill is intended to provide tax increment authority for economic development purposes and infrastructure.
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle (HOV) lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for HOVs. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act (CEQA). CEQA requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	New - Recommend Watch	This is a CEQA spot bill.

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Bill #	Author	Description	Status	Position	Comments
SB 158 Introduced: 2/3/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. Current law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.	Senate Rules	Watch	This spot bill addresses the public private partnership law. However, it is intended to be amended to apply solely to the 710 N project in LA county.
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act (CEQA). CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	CEQA spot bill.
SB 167 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006. The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	Spot bill that addresses AB 32 regulatory process.
SB 192 Introduced: 2/10/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require every person, regardless of age, to wear a bicycle helmet when operating a bicycle, riding on a bicycle as a passenger, or riding in a trailer towed by a bicycle. The bill would also require a person engaged in these activities in the darkness to wear reflective high-visibility safety apparel, as specified. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	The bill mandates that all bicycle riders and passengers – regardless of age, wear helmets and, at night to also wear reflective safety apparel.

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Bill #	Author	Description	Status	Position	Comments
SB 321 Introduced: 2/23/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality.	Senate Print	New - Recommend Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure revenue neutrality. This would address the volatility now observed in the annual tax-rate-setting process.
SB 491 Introduced: 2/26/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Senate Print	New - Recommend Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
SB 516 Introduced: 2/26/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system.	Senate Print	New - Recommend Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.

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Bill #	Author	Description	Status	Position	Comments
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Print	New - Recommend Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Print	New - Recommend Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
SB 632 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Print	New - Recommend Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.

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Bill #	Author	Description	Status	Position	Comments
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program: school zone safety projects. Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Print	New - Recommend Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade, specifically for school zone safety projects.
SB 782 Introduced: 2/27/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Print	New - Recommend Watch	This is a spot bill that is intended to streamline state highway relinquishments.

Total Measures: 69

Total Tracking Forms: 69

Attachment:

1. Trailer Bill Language – Highway Tolling

Trailer Bill Language – Highway Tolling

SECTION 1. Section 14106 in the Government Code is amended to read:

14106. (a) Any toll revenues generated from a priced managed lane on the state highway system ~~that is administered by a local agency~~ shall be expended only within the respective corridor in which the managed lane is located.

(b) "Priced Managed managed lane" means either of the following:

(1) A high-occupancy toll lane, which is a dedicated lane that is free for vehicles carrying a minimum number of occupants, but which allows vehicles containing less than the minimum number of occupants to use the lane upon payment of a toll.

(2) An express toll lane, which is a dedicated lane that requires all vehicles to pay a toll in order to use the lane, but may provide for vehicles carrying a minimum number of occupants to pay a discounted toll.

(c) "Corridor" has the meaning provided in Section 30905.1 of the Streets and Highways Code.

SECTION 2. Article 5 is added to Chapter 3 of Division 17 of the Streets and Highways Code, to read:

30905. (a) The Legislature finds and declares that:

(1) The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.

(2) The state's transportation system has not kept pace with the state's growing population.

(3) High-occupancy toll lanes, express toll lanes, and toll roads provide an opportunity to more effectively manage the state's highways in order to increase passenger throughput and to reduce delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and bus.

(b) The Legislature intends for public sources of revenue, including federal funding, to be leveraged to meet growing transportation needs.

(c) The Legislature intends for highway tolling to be employed when it can be demonstrated to optimize the performance of the transportation system, contribute a significant portion of the cost of a project that cannot be funded solely with existing sources, provide additional funding for ongoing maintenance and repairs, or improve travel reliability on a transportation corridor.

(d) The Legislature intends for highway tolling, in all cases, to be fairly and equitably applied in the context of the statewide transportation system and not have significant adverse impacts through the diversion of traffic to other routes that cannot otherwise be reasonably mitigated.

30905.1. Unless the provision or context otherwise requires, these definitions shall govern the construction of this article:

(a) "Toll facility" includes high occupancy toll lanes, express toll lanes, and toll roads.

(b) "High occupancy toll lane" has the meaning provided in Section 14106 of the Government Code.

(c) "Express toll lane" has the meaning provided in Section 14106 of the Government Code.

(d) "Toll road" means a highway for which a toll is charged for its use.

(e) Notwithstanding Section 143, "regional transportation agency" means any of the following:

(1) A transportation planning agency described in Section 29532 or 29532.1 of the Government Code.

(2) A county transportation commission established under Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(3) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(4) A joint exercise of powers authority established pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(f) "Toll facility operator" means the public entity authorized to collect tolls by the commission pursuant to Section 30905.2.

(g) "Corridor" means the state highway or highways, where tolls could be collected, that serve motorists or freight movement and includes other transportation systems and facilities that affect the travel performance of, reliability of, or access to those highways or provide another mode of transportation on or within the vicinity of those highways.

30905.2. (a) (1) Notwithstanding Sections 149 and 30800, the commission may authorize the department or a regional transportation agency in cooperation with the department to develop and operate toll facilities on the state highway system and establish and collect the tolls on those facilities.

(2) The department may enter into agreements with regional transportation agencies for the purposes of developing, maintaining, repairing, rehabilitating, improving, reconstructing, and operating toll facilities on the state highway system. Any such agreement shall identify the respective obligations and liabilities, including legal liability related to the construction and operation of the toll facility, of the department and the regional transportation agency, and shall, at a minimum, define the initial term, options for extension of the term, assign responsibilities relating to the development, maintenance, repair, improvement, construction, reconstruction and operation of the facility; and the condition of the facility at the end of the term.

(b) A toll facility operator may contract with another entity for the collection of tolls.

(c) A toll facility operator shall enter into an agreement with the California Highway Patrol regarding the enforcement of those toll facilities.

(d) Agreements developed pursuant to this section shall provide for reimbursement of state agencies for all costs incurred in connection with the development, maintenance, repair, rehabilitation, and operation of a toll facility.

(f) A toll facility operator may include discounts and premiums to encourage efficient use of toll facilities and reduction of congestion and emission of greenhouse gases and criteria pollutants.

(g) A toll facility operator may require any vehicle to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes.

30905.3. (a) Projects proposed pursuant to this article are subject to review and approval by the commission. For each eligible project, the commission shall conduct at least one public hearing before approving the project.

(b) The commission shall develop eligibility criteria for projects to be approved pursuant to this article. These eligibility criteria must include, at a minimum, the following:

(1) The project is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code. For purposes of this section, a regional transportation plan must be consistent with greenhouse gas reduction targets assigned by the State Air Resources Board, pursuant to Division 25.5 (commencing with Section 35800) of the Health and Safety Code.

(2) The project is technically feasible.

(3) The project is financially feasible and the project's initial expenditure plan pursuant to Section 30905.4 fully funds all expenses specified in paragraphs (1) through (3) of subdivision (b) of Section 30905.4.

(4) Performance measures have been developed for the project.

(5) The proposed toll facility operator demonstrates how it has considered social equity, transit and active modes of transportation in the corridor. This section may not be construed to require that toll revenues be used to finance the enhancement of transit or active modes of transportation in the project corridor.

30905.4. The department and the appropriate regional transportation agency shall develop a multiyear expenditure plan for the use of toll revenue within each tolled corridor. This expenditure plan shall cover a period of either ten years or the full term of any and all financing used to construct or repair any portion of the project, whichever is longer. This plan shall be updated annually.

(a) (1) For a toll facility operated by a regional transportation agency, the governing board of the regional transportation agency shall review and adopt the expenditure plan and each update.

(2) For a toll facility operated by the department, the commission shall review and adopt the expenditure plan and each update.

(3) An expenditure plan and each update must be made available for public review and comment for not less than 30 days prior to adoption.

(4) The expenditure plan must include a funding plan for all expenses specified in paragraphs (1) through (3) of subdivision (b).

(b) Toll revenues collected pursuant to this article must be used for:

(1) Where debt is issued to construct or repair any portion of the facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility.

(2) Subject to any project financing obligations, direct expenses related to the development, maintenance, administration, repair, rehabilitation, improvement, reconstruction and operation, including collection and enforcement of the toll facility, and reserves for these purposes. These include reimbursements required under any agreements entered into pursuant to Section 30905.2.

(3) Reserves for the purposes specified in paragraphs (1) and (2).

(c) Subject to any project financing obligations, any revenue remaining after fulfilling the obligations specified in subdivision (b) must be used for projects that maintain or improve the safety, operation, or travel reliability of any transportation mode in the corridor in which the tolls were collected, or provide or improve travel options in the corridor in which the tolls were collected.

(d) (1) For any project under this article involving the conversion of an existing high-occupancy vehicle lane to a high-occupancy toll lane, the project must at a minimum result in a net benefit to the system including:

(A) Expanded efficiency of the corridor in terms of travel time reliability, person throughput, or other efficiency benefit.

(B) Payments toward the operations and maintenance of the toll facility.

(C) If excess revenue exists, consideration of payments toward maintenance of the existing roadway.

(2) For any construction of a new toll lane or toll road undertaken by the department, tolls must be sufficient to pay all operations and maintenance costs of the new toll lanes. The department shall demonstrate in its first expenditure plan for the toll facility that tolls are sufficient to pay for all operations and maintenance costs over the first 10 years of the operations, and for the life of the expenditure plan, if it exceeds 10 years.

(3) For any project operated by a regional transportation agency, the toll facility operator, in its annual expenditure plan for the facility, shall demonstrate there are sufficient funds to pay for operations and maintenance costs.

30905.5. The Highway Toll Account is hereby created in the State Transportation Fund for the management of funds received by the department for toll facilities operated by the department and authorized pursuant to this article. Notwithstanding Section 13340 of the Government Code, moneys in the Highway Toll Account designated and necessary for the payment of any debt service associated with the project shall be continuously appropriated without regard to fiscal year to the department for the purposes described in paragraph (1) of subdivision (b) of Section 30905.4. All other moneys deposited in the fund that are derived from premium and accrued interest on bonds sold pursuant to this division shall be reserved in the fund and shall be available as specified in Section 30905.4. Pursuant to Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code, the cost of bond issuance shall be paid out of the bond proceeds, including premium, if any.

30905.6. Nothing in this article prevents the department or any transportation agency from constructing a facility that competes with a toll facility approved by the commission pursuant to this article, and a toll facility operator is not entitled to compensation for adverse effects on toll revenue due to a competing facility.

30905.7. (a) A regional transportation agency sponsoring a toll facility, the California Infrastructure and Economic Development Bank, or for toll facilities operated by the department, the State Treasurer, may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance development, construction or reconstruction, expenditures related to construction or reconstruction, or market-required reserves for toll facility projects approved pursuant to this article, and for the development, construction or reconstruction, and related expenditures that are included in the expenditure plan adopted pursuant to Section 30905.5, payable solely from toll revenue and ancillary revenue generated by the respective facilities.

(b) Any bond issued pursuant to this subdivision shall contain on its face a statement to the following effect:

“Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this bond.”

(c) This section 30905.7(c) shall be deemed to provide all necessary state law authority for purposes of Government Code section 63024.5