



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: 6:00 p.m., Wednesday, April 22, 2015

Location: 1455 Market Street, 22nd Floor

Members: Christopher Waddling (Chair), Wells Whitney (Vice Chair), Myla Ablog, 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 March 25, 2015 Meeting and the April 8, 2015 Special Meeting – ACTION* | 5 |
| | 4. | State and Federal Legislative Update – INFORMATION* | 13 |
| | | <p>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, as well as the recommendations made by the Finance Committee at its April 14 meeting. The Finance Committee recommended a support position on Senate Constitutional Amendment 5 (Hancock) and an oppose position on Assembly Bill 779 (Garcia, Cristina). This is an information item.</p> | |
| | 5. | Citizens Advisory Committee Appointment – INFORMATION | |
| | | <p>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.</p> | |
| | End of Consent Calendar | | |
| 6:15 | 6. | Adopt a Motion of Support for the Allocation of \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION* | 33 |
| | | <p>As summarized in Attachments 1 and 2, we have four requests totaling \$862,900 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects, including design of new traffic signals or flashing beacons for eight high-priority intersections, (\$280,000); construction to upgrade traffic signals at nine intersections along Polk Street, a Walkfirst High-Injury Corridor (\$382,900); and Neighborhood Transportation Improvement Program (NTIP) capital funds for conceptual design of key bicycle and pedestrian at two key sites at the Chavez/Bayshore/Potrero intersection</p> | |

CAC Meeting Agenda

and development of an areawide lighting plan (\$100,000). We are requesting \$100,000 for a District 2 NTIP planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. Of this amount, \$10,000 would be allocated to the SFMTA to support its involvement in the NTIP study. **We are seeking a motion of support for the allocation of \$772,900 in Prop K Funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

6:30 7. **Major Capital Projects Update – Presidio Parkway – INFORMATION*** 119

The Presidio Parkway project, one of the signature Prop K sales tax projects, is approaching substantial completion of the construction phase this fall. The Presidio Parkway, replaces the Doyle Drive elevated freeway that provided access to the Golden Gate Bridge through the Presidio of San Francisco. The Transportation Authority served as co-lead agency in partnership with the California Department of Transportation (Caltrans) to complete the environmental document in 2008, perform design, negotiate right of way and oversee contracting and construction beginning in 2009. Removal of Doyle Drive and Phase I construction were completed in 2012. Construction is approximately 75% complete for Phase II, the phase of the project being delivered as a public-private partnership. Project costs through completion of construction are budgeted at \$857 million of which the Transportation Authority Board has programmed over \$203 million, including \$66 million in sales tax funds. While Phase II has made good construction progress with substantial completion scheduled for September 2015, the Phase II contractor, Golden Link Concessionaire (GLC), has faced challenges in working in harmony with the Presidio Trust. We are continuing to monitor the contractor's performance and are working aggressively with Caltrans to both advance construction and see that GLC meets the required program goals. **This is an information item.**

7:00 8. **Adopt a Motion of Support for Authorizing the Executive Director to: Replace the Transportation Authority's Commercial Paper Program with a Revolving Credit Agreement (Revolver); Enter into an up-to-\$140 Million Revolver with State Street Public Lending Corporation; Enter into an Alternate Credit Facility if Negotiations with State Street are Not Successful; Amend or Enter into the Associated Legal Documents; Take All Necessary Related Actions; and Negotiate the Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION*** 125

The Transportation Authority has established a commercial paper (CP) program under which it can issue up to \$200,000,000 of CP Notes (Limited Tax Bonds), Series A and B (Notes) provided that a supporting letter of credit (LOC) is in effect. The Notes are currently supported by a direct-pay LOC issued by Wells Fargo Bank, which supports up to \$200,000,000 of Notes and which will expire on July 10, 2015. In 2004, the Transportation Authority issued \$150,000,000 aggregate principal amount of Notes, which it has continued to roll since that time. During June 2014, the Transportation Authority paid down \$15,000,000 of Notes, and \$135,000,000 of Notes are currently outstanding. We plan to pay down up to an additional \$20,000,000 of Notes in Summer 2015. The Notes are issued to provide a flexible source of financing for the voter-approved Proposition K Expenditure Plan, and provided a low cost of funding relative to other financing. On March 19, 2015, we issued a Request for Proposals (RFP) for the Transportation Authority's existing tax-exempt CP program or for alternate financing structures to replace the CP program. We received qualifying proposals from six financial institutions in response to the RFP. The review panel, consisting of Transportation Authority staff, evaluated the proposals based on the criteria identified in the RFP, with an emphasis on proposers' fees, resulting cost of funds, length of agreement, their credit ratings and various terms. Based on this competitive selection process, the review panel recommends replacing the current CP program with a revolving credit agreement (Revolver) with State Street Public Lending Corporation (State Street) once all agreement terms and conditions are fully negotiated. We anticipate the terms and conditions of agreements to be finalized by early June 2015 and the costs of the CP Program will be reduced from approximately \$1,100,000 per year currently to approximately \$600,000 to \$700,000 per year going forward. Based on the final negotiated terms and conditions, it may be necessary to amend certain legal documents associated with the Revolver or the Notes outstanding. **We are seeking a motion of support for authorizing the Executive Director to: replace the Transportation Authority's CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter**

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into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions.

7:20 9. Preliminary Fiscal Year 2015/16 Annual Budget and Work Program– INFORMATION

Pursuant to State statutes (PUC Code Sections 131000 et seq.) and the Transportation Authority's Fiscal Policy, the Transportation Authority Board must adopt an annual budget for the following fiscal year by June 30. The proposed Fiscal Year (FY) 2015/16 Annual Budget includes projections of sales tax revenues; federal, state and regional grants; investment income for the fiscal period; and projections of operating and administrative costs, capital expenditures, and associated financing costs. The proposed FY 2015/16 Annual Budget also includes a description of the Transportation Authority's proposed Work Program for the coming fiscal year. The final proposed FY 2015/16 Annual Budget and Work Program will be presented to the Finance Committee and Transportation Authority Board in June for approval. A public hearing will precede consideration of the FY 2015/16 Annual Budget and Work Program at the Transportation Authority Board's June meeting. We will present the draft materials to the CAC at the April meeting and return in May for action. The materials for this item will be distributed at the meeting. **We are seeking input from the CAC on the preliminary FY 2015/16 Annual Budget and Work Program. This is an information item.**

7:45 10. Introduction of New Business – INFORMATION

7:50 11. Public Comment

8:00 12. Adjournment

* Additional materials

Next Regular Meeting: May 27, 2015

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

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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.

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

March 25, 2015 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:02 p.m. CAC members present were Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, Eric Rutledge, Jacqueline Sachs, Raymon Smith and Chris Waddling. Transportation Authority staff members present were Amber Crabbe, Colin Dentel-Post, Anna LaForte, Maria Lombardo, Mike Pickford, Chad Rathmann, Liz Rutman and David Uniman.

2. Chair's Report – INFORMATION

Chair Waddling reminded the CAC that staff would provide an ethics workshop along with some Brown Act training tailored for CAC. The workshop will be held on April 8 and materials will also be available online for those who are unable to attend in-person.

Consent Calendar

Chris Waddling removed Item 5 from the Consent Calendar to be considered as a separate item at the request of Raymon Smith.

3. **Approve the Minutes of the February 25, 2015 Meeting – ACTION**
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**
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**

Raymon Smith asked if the project would consider all transportation modes, including vehicles and pedestrians, and if the results of the study would be brought to the various public groups.

Liz Rutman, Senior Engineer with the Transportation Authority, replied that intermodal conflict resolution was a key goal of the project and that the study results would be brought to various public groups once complete.

There was no public comment on Item 5.

Raymon Smith moved to approve Item 5. Brian Larkin seconded the motion.

The motion was approved unanimously.

6. CAC Appointment – INFORMATION

Brian Larkin commented that Wendel, Rosen, Black & Dean LLP was a good choice for legal services.

There was no public comment on the Consent Calendar.

Eric Rutledge moved to approve Items 3 and 4 on the Consent Calendar. Brian Larkin seconded the motion.

Items 3 and 4 were approved unanimously.

End of Consent Calendar

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

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

Luis Montoya and Monica Munowitch, Transportation Planners at the San Francisco Municipal Transportation Agency (SFMTA), presented the San Francisco Bike Strategy request.

Santiago Lerma asked what the SFMTA was trying to measure if it did not yet know where the bike barometers would be placed. Craig Raphael, Transportation Planner at the SFMTA, replied that specific engineering, including evaluating access to electrical power, had to be done to determine final locations, but that they would be located on high-use bike corridors. He said the barometers were considered a best practice for creating a visible symbol of bicycle use. Mr. Lerma asked whether the requirement to locate the barometers near a power source could lead to a less desirable location from a data collection perspective. Mr. Raphael replied that it was possible, but that the SFMTA also had many other bike counters throughout the city.

Raymon Smith asked whether the bike barometers could be solar powered to allow for a greater choice of location. Mr. Raphael replied that SFMTA staff was evaluating the technology, but at this point the barometers and their transmitters that send data wirelessly require too much power.

Mr. Smith asked about the cost of storing stolen bicycles and returning recovered bicycles to their owners. Mr. Raphael replied that SFMTA staff was working with the San Francisco Police Department on the issue and that procuring better short-and long-term bicycle parking infrastructure would help reduce thefts.

In regards to the list of 2015 bike projects, Jacqueline Sachs stated that she was concerned with the construction of bike lanes on Judah Street near bus stops at 6th and 7th Avenues that were frequently used by senior citizens. Mr. Montoya responded that the bike lanes would be painted and would not interfere with the ability of buses to pull up to the curb.

Raymon Smith commented that he did not see any projects in the China Basin area, which he said was undergoing a population increase. Mr. Montoya responded that the City had made recent investments in that area and that there could be projects planned for the near future that weren't included on the 2015 list.

Chair Waddling observed, with reference to the SFMTA's maps of bicycle comfort level, that the poorest comfort level routes were not well travelled and asked whether the SFMTA accounted for the interaction between use and comfort. Ms. Munowitch responded that the SFMTA's analysis did overlap demand with level of traffic stress to target investments.

Brian Larkin commented that the amount of money requested for Bike to Work Day might be better spent purchasing bicycles and giving them out to potential commuters or on Class III bike routes. Mr. Pickford responded that the SFMTA's surveys had shown that Bike to Work Day encouraged many people to start riding bicycles. Jacqueline Sachs said that she agreed with Mr. Larkin in that the money could be spent on something better and suggested spending it on bicycle education.

Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, responded that there was an education component to Bike to Work Day and that flyers discussing safe biking practices would be distributed.

During public comment, Ed Mason said that on certain streets, such as McAllister Street, interference between bicycles and buses caused Muni service to be slowed. He commented that Chattanooga Street had a designated bike route that was not used because of its steep grade and that instead bicyclists' turn down 24th Street where there were often conflicts with commuter shuttles. He continued that rather than bicycle barometers, he would like to see a carbon dioxide barometer on the San Francisco-Oakland Bay Bridge that measured emissions from driving.

Roland LeBrun said that the bike barometer design should feature advertising or corporate sponsorship to help cover its cost.

Tyler Frisbee with the San Francisco Bicycle Coalition (SFBC) said she was very excited to see the SFMTA work on the bike strategy because it was a critical part of achieving San Francisco's health, safety, and environmental goals. She also agreed that more education for bicyclists was important and said the SFBC was interested in helping with education efforts.

John Larson moved to approve this item. Eric Rutledge seconded the motion.

The motion was approved with a vote of four in favor, with one opposed and three abstentions.

8. Rail Capacity Study Update – INFORMATION

Maria Lombardo, Chief Deputy Director, introduced the item and Graham Satterwhite, Transit Planner with the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Ms. Lombardo explained that this study would feed into the upcoming San Francisco Transportation Plan update and the Metropolitan Transportation Commission's (MTC's) Core Capacity Transit Study which the CAC had recently been briefed on.

Chair Waddling said that Muni was a regionally important transit system much like Bay Area Rapid Transit (BART). He added that BART was also important for local trips, and that he hoped the SFMTA was looking at BART's role in local trips as part of the study.

Brian Larkin noted the dark line on Geary Boulevard in SFMTA's map and asked whether it signified a rail line. Mr. Satterwhite replied that there was a lot of interest in expanding transit on Geary Boulevard, but the line was not meant to signify a specific technology. Mr. Larkin asked whether the timing of SFMTA's study facilitated coordination with MTC's Core Capacity Transit Study. Mr. Satterwhite replied that SFMTA's study would provide inputs to the MTC study.

Raymon Smith asked whether the SFMTA had looked into transit systems in other countries. Mr. Satterwhite replied that SFMTA staff had looked at best practices in other countries and that a potential signal project that was under consideration was based on a system used to improve system flexibility in Dublin, Ireland.

During public comment, Roland LeBrun said that during major events like San Francisco Giants' games, all rail transit should be looked at together. He added that Caltrain tracks being built into downtown should be used by other forms of transit as well.

9. Major Capital Projects Update – Central Subway – INFORMATION

Luis Zurinaga, Consultant Engineer with the Transportation Authority, and John Funghi, Central Subway Program Director at the San Francisco Municipal Transportation Agency (SFMTA), presented the item per the staff memorandum.

Maria Lombardo, Chief Deputy Director, said that Regional Improvement Program funds shown in the project's funding plan would not be available in time to meet the project's cash flow needs and that this had been known for quite some time. She explained that the fund source had been erratic due to ongoing state budget issues and the lack of a multi-year federal transportation bill. She added that the Transportation Authority would uphold its long-term commitment to program the funds to the SFMTA, but they would go to other SFMTA projects as the funds become available. In the meantime, SFMTA staff would likely need to swap available funds from other projects in its capital project portfolio with Central Subway.

Raymon Smith asked what percentage of the workforce was local. Mr. Funghi said that local hire statistics were available and that he could provide them at a later date as he didn't have them with him. He continued that SFMTA contracts had apprentice requirements and that the SFMTA worked with community-based organizations and unions to hire local employees.

Santiago Lerma asked when the Central Subway was expected to be operational. Mr. Zurinaga replied that revenue service would begin in December 2019 with construction likely finishing six months before that to allow time for testing.

Jacqueline Sachs asked how long it would be before a proposition to extend Prop K would be brought before voters. Ms. Lombardo replied that Proposition K was a permanent tax as long as there was an expenditure plan in place. She added that the expenditure plan could be modified in year 20 of Proposition K, which would be 2023.

Ms. Sachs asked if there would be an event to celebrate completion of the tunnel contract. Mr. Funghi replied that the tunnels would reach substantial completion in April and that there would be a media event, but an internal celebration was only conceptual at this point.

During public comment, Roland LeBrun asked why a sinkhole had developed on Fourth Street related to tunneling for a cross passage and expressed concern about using an American contractor to construct a possible second Transbay tunnel which would have many more cross passages. Mr. Funghi replied there was a depression on Fourth Street but he would not characterize it as a sinkhole. He said that the depression occurred only under the street and was repaired within two weeks, including some utility upgrades for adjacent properties. He continued that the depression occurred on Christmas Eve and that a sensor was not monitored because staffing was light. He said the contractor was at fault and would pay for repairs and that the project's schedule was not impacted.

10. State and Federal Legislative Update – INFORMATION

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

John Larson asked when Assembly Constitutional Amendment 4 would go before the voters. Ms. Crabbe responded that the bill would go before the voters only after it was approved. Mr. Larson commented that he was not comfortable with single occupancy vehicles being able to

pay to access a lane on a public road [such as an express lane or high-occupancy toll lane], but that he was intrigued by the idea of allowing low income drivers to pay less. Ms. Crabbe responded that research had shown that some low income drivers valued the ability to pay to use high-occupancy toll lanes because they were more time-sensitive than other segments of the population. Maria Lombardo, Chief Deputy Director, acknowledged the importance of evaluating these equity issues and noted that the Metropolitan Transportation Commission (MTC) was required to evaluate this very topic for express lanes in the Bay Area. She said there was a section on MTC's website with information on one such study which concluded that low income drivers benefited from the subject high-occupancy toll lane and did not suffer disproportionate impacts.

Jacqueline Sachs asked about the future of red light cameras in the city and suggested two locations, the intersection of Powell and Sutter Streets and the intersection of Geary and Arguello Boulevards. Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), reported that the SFMTA was currently studying its red light camera program because the technology was outdated. He said the SFMTA could decrease the overall number of red light cameras citywide but that it was focusing on areas where the cameras were most effective.

Raymon Smith asked if the SFMTA had studied red light cameras versus bidirectional stops. Mr. Rewers said the SFMTA had looked at collision data and 311 calls and evaluated each location to determine the most appropriate solution. Mr. Smith said that many incidents didn't get reported and asked about the legality of a bidirectional stop sign at the intersection of 9th and Mission Streets since the red light camera hadn't been helping there. He added that the bi-directional stop sign would also be cheaper. Mr. Rewers replied that red light cameras weren't a revenue generator but a safety treatment, and that the SFMTA was looking at a more targeted use of red light cameras moving forward.

Chair Waddling asked what the price point would be for bicyclist and pedestrian tolls in regards to Assembly Bill (AB) 40. Ms. Crabbe stated that the Golden Gate Bridge Highway Transit District was currently studying that particular question.

During public comment, Ed Mason spoke in opposition of AB 61 which he said would legalize the use of bus stops for corporate shuttles. He said the corporate shuttles were putting oversized vehicles on neighborhood streets, not paying adequate fees, and causing physical damage to the roadway.

11. Introduction of New Business – INFORMATION

Chair Waddling asked whether the City's bike counters were all hardwired to electrical power and whether they could be used to activate left turn signals. Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), replied that the sensors only counted bikes, but that other cities used sensors which both counted bikes and activated signals. Myla Ablog asked whether the calibration of the sensors had recently been adjusted. Mr. Rewers replied that the Market Street barometer had been adjusted to pick up bicycles that it had not been recording.

John Larson commented that he had recently ridden on a Muni train configured with fewer seats and more standing room and that it helped ease overcrowding. He asked if this was a prototype for the new trains. Mr. Rewers confirmed that the SFMTA was testing seating configurations for the next generation of trains.

There was no public comment.

12. Public Comment

During public comment, Roland Lebrun said that the rail crossing design in the video he presented last month did not tell trains to stop when there was an obstruction, which he said was an important safety feature. He also commented that that the depression on Fourth Street related to Central Subway tunneling could have been prevented.

13. Adjournment

The meeting was adjourned at 8:06 p.m.



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

April 8, 2015 WORKSHOP

1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:03 p.m. CAC members present were Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, Raymon Smith, Peter Tannen and Chris Waddling. Transportation Authority staff members present were Erika Cheng, Cynthia Fong, Anna LaForte and Mike Pickford.

2. Public Comment

Roger Bazeley said that the eastbound ramp merging to I-80 from Yerba Buena Island did not provide adequate space for drivers to accelerate up to freeway speed. He said that the smooth new pavement on I-80 encouraged drivers to speed, making merging more difficult. He suggested installing signs on I-80 to alert drivers that vehicles would be entering the roadway from Yerba Buena Island.

3. Principles of Ethics Training – INFORMATION

Amber Maltbie, Legal Counsel for the Transportation Authority, presented the item.

Erika Cheng, Clerk of the Authority, discussed CAC parliamentary procedures relating to motions, voting and the consent calendar.

Chair Waddling asked if items removed from the consent calendar would then be voted on separately. Ms. Cheng said the CAC would first consider adoption of the consent calendar, and at the discretion of the chair, items could be removed from the consent calendar to be considered immediately after the consent calendar was voted on, or later on the agenda.

Raymon Smith asked how a member should go about tabling an item (i.e. to continue the item for consideration at another time). Ms. Cheng said that the member may move to table an item, [and with a second by another member, the motion may be passed by a simple majority vote]. John Larson asked whether tabling an item would be considered an amendment to the item. Ms. Cheng clarified that tabling an item was not an amendment to the item, but continuing the item for consideration at another time.

Mr. Smith said that in the interest of transparency, the community might want to know how individual members of the CAC voted and asked why that information was not shown in the minutes and whether it could be. Ms. Cheng said that there were not usually objections, but that votes could be shown individually. Anna LaForte added that memos to Board committees included information on CAC positions on items. Ms. Cheng said that individual vote results were shown in the minutes for Committee and Board votes and would be added to future CAC minutes.

4. Public Comment

There was no additional public comment.

5. Adjournment

The meeting was adjourned at 7:06 p.m.

San Francisco County Transportation Authority

April 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 a new support position on Senate Constitutional Amendment 5 (Hancock) and an oppose position on Assembly Bill 779 (Garcia, Cristina) this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Amended: 3/26/2015 pdf html	Alejo D (Dist 30)	Community revitalization authority. Would authorize certain local agencies to form a community revitalization authority (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. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.	Assembly Housing and Community Development	Watch	Formerly a spot bill. The intent is to provide for 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.
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.

San Francisco County Transportation Authority

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Bill #	Author	Description	Status	Position	Comments
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 Public Safety	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.
AB 24 Amended: 3/16/2015 pdf html	Nazarian D (Dist 46)	Transportation network companies: public safety requirements. Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system and provides for mandatory Department of Justice background checks of every driver, except as specified, who is either employed by, or under contract to, the applicant. This bill would specifically require a transportation network company to comply with these provisions.	Assembly Utilities and Commerce	Watch	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.

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Bill #	Author	Description	Status	Position	Comments
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	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.
AB 162 Amended: 3/24/2015 pdf html	Rodriguez D (Dist 52)	State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide the report to specified legislative committees on or before January 1, 2017. This bill contains other related provisions.	Assembly Transportation	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Introduced: 1/28/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Would delete the requirement that high-occupancy toll (HOT) 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 County Caucus 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 support a recent amendment which would permit a local transportation authority to be responsible for environmental, design, construction, and financial studies. MPO would operate the facility.

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Bill #	Author	Description	Status	Position	Comments
AB 208 Amended: 3/26/2015 pdf html	Bigelow R (Dist 5)	Bicycles: Three Feet for Safety Act. Would require the operator of a bicycle behind which 5 or more vehicles are formed in a line, to turn off the roadway at the nearest place designated as a turnout in order to permit the vehicles following him or her to proceed if the driver of a motor vehicle is unable to overtake or pass a bicycle proceeding in the same direction on a highway at a distance less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator.	Assembly Transportation	New - Recommend Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following.
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	Watch	This is a spot bill for which the author has not disclosed his intentions.
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 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 Delete from Matrix	Authorizes extension of the use of new information signs under study now on State Route 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee. Recommend deleting from matrix because no longer relevant to San Francisco.
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	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends public private partnership law.

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Bill #	Author	Description	Status	Position	Comments
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	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 313 Introduced: 2/12/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts (IFDs). 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	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	Support	The author seeks innovative means to address mobility in the Bay region's State Highway 101 corridor. We have met with the author's staff to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
AB 457 Amended: 3/26/2015 pdf html	Melendez R (Dist 67)	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Transportation	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 Revenue and Taxation	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	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 Transportation	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Transportation	Watch	Spot bill.
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District (BART): strikes: prohibition. Would prohibit BART employees 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	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.

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Bill #	Author	Description	Status	Position	Comments
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll lanes: exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority (L.A. Metro), 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 Transportation	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
AB 779 Amended: 3/26/2015 pdf html	Garcia, Cristina D (Dist 58)	Environmental quality: transit priority areas. Would provide that the transportation impact related to greenhouse gas (GHG) emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.	Assembly Transportation	New - Recommend Oppose	Originally a spot bill. Now it requires the Office of Planning and Research to update guidelines to address other impacts of traffic in Priority Development Areas that seek to reduce GHG emissions.
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 Utilities and Commerce	Watch	Spot bill to address transportation network companies.
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 Transportation	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	This remains a spot bill regarding state transportation funding.

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Bill #	Author	Description	Status	Position	Comments
AB 902 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Traffic violations: diversion programs. Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above. This bill would make other technical, nonsubstantive changes.	Assembly Transportation	Watch	Spot bill related to bicyclist laws. Now relates to motor vehicle code violation and diversion program.
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 Transportation	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 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 Natural Resources	Watch	Requires priority for cap and trade - funded projects that incorporate Project Labor (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 Jobs, Economic Development and the Economy	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of public private partnerships.

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Bill #	Author	Description	Status	Position	Comments
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail (HSR). Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Natural Resources	Watch	This bill would dedicate the 25% share of cap and trade to (1) the Initial Construction Segment, and (2) blended system projects (including Caltrain Electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.
AB 1096 Amended: 3/26/2015 pdf html	Chiu D (Dist 17)	Vehicles: electric bicycles. Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require a person riding an electric bicycle to comply with the specified requirements relating to the operation of bicycles. The bill would prohibit persons under 14 years of age from operating a class 3 electric bicycle. The bill would also require persons operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. The bill would also make conforming changes.	Assembly Transportation	Watch	This bill now pertains to the definition of motorized bikes.
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. This bill would delete the traffic level of service standards as an element of a congestion management program (CMP) and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a congestion management program by, among other things, requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel.	Assembly Transportation	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the CMP is achieving GHG reductions, and support the region's Sustainable Communities Strategy. We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation.
AB 1115 Amended: 3/26/2015 pdf html	Salas D (Dist 32)	State highways: litter cleanup and abatement. Current law requires the Department of Transportation to maintain the state highways and, within its maintenance programs relating to litter cleanup and abatement, to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. Existing law authorizes the department to use litter traps in drains and any other effective technology in carrying out these responsibilities. This bill would instead require the department to use litter traps in drains and any other effective technology in carrying out these responsibilities.	Assembly Transportation	New – Recommend Delete from Matrix	This was a spot bill related to CTC approval of advance expenditure of funds. Now it applies to Caltrans litter control efforts. Recommend deleting from matrix because no longer relevant to San Francisco.

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Bill #	Author	Description	Status	Position	Comments
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 Transportation	Oppose	Effect of the bill is to stop progress on Initial Construction Segment phases of High Speed Rail project.
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 Transportation	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
AB 1164 Amended: 3/26/2015 pdf html	Gatto D (Dist 43)	State highways: performance measures. Would require the Department of Transportation to develop performance measures, in consultation with specified entities, to establish an evaluation and rating of the overall quality of the state highway system, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.	Assembly Transportation	New - Recommend Watch	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
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 Construction Manager/General Contractor 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 Transportation	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.

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Bill #	Author	Description	Status	Position	Comments
AB 1236 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle 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 Local Government	Watch	Subjects EV charging station to requirement that local governments approve installations.
AB 1250 Amended: 3/19/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: gross axle weight This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Assembly Transportation	New – Recommend Watch	This is a California Transit Association sponsored bill to provide an extension of time to reconcile the policy difference between local jurisdictions and transit agencies over the operation of buses that exceed state vehicle code limits on bus weights. Cities/counties claim excess weight damages roadways, while some transit buses exceed legal limits due to ADA equipment, CNG tanks and other causes that are implemented in the furtherance of mandates.
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 Transportation	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 Transportation	Watch	Subjects BATA to open meeting Act requirements.

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Bill #	Author	Description	Status	Position	Comments
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 Transportation	Support	Grants city of San Francisco authority to install cameras for enforcement of parking and HOV violations.
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 Transportation	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 Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission (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	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	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, non-substantive 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	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.
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.

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Bill #	Author	Description	Status	Position	Comments
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.
SB 9 Amended: 3/24/2015 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 Transportation and Housing	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 finalized; a competitive call for projects was released by the State Transportation Agency. The San Francisco Municipal Transportation Agency is targeting this program to pay back funds committed by the Metropolitan Transportation Commission to its light rail vehicle procurement contract option for 40 expansion vehicles.
SB 16 Amended: 3/26/2015 pdf html	Beall D (Dist 15)	Department of Transportation: budgetary cost-savings plan: state highway operation and protection program. 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 related provisions and 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. Further amended to require support and capital allocation to be made on a project basis.
SB 34 Introduced: 12/1/2014 pdf html	Hill D (Dist 13)	Automated license plate recognition 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 lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	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 Amended: 3/9/2015 pdf html	Mendoza D (Dist 32)	Workforce development: federal Workforce Innovation and Opportunity Act. Would require the state, in conformity with WIOA and after consultation with local boards and chief elected officials, to identify planning regions. The bill would require local boards and chief elected officials to prepare regional plans for those planning regions, as specified. By imposing this requirement on local government, the bill would impose a state-mandated local program. The bill would also require the board to aid the Governor in facilitating system alignment across the core programs of WIOA, as defined, and make related and conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Recommend Delete from Matrix	This was initially a spot bill intended to provide tax increment authority for economic development purposes and infrastructure. Now, amended to pertain to federal workforce act.
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 high-occupancy vehicles. 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. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	Watch	This is a CEQA spot bill.
SB 158 Amended: 3/26/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Rules	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in L.A county.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	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	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 retroreflective 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	Watch	The bill mandates that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.
SB 321 Amended: 3/26/2015 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, instead require the board, 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 amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.	Senate Governance and Finance	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.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 413 Introduced 2/25/2015 pdf html	Wiecekowski D (Dist 10)	Public transit: prohibited conduct. Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain 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. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.	Senate Transportation and Housing	New – Recommend Watch	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons.
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 Transportation and Housing	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 Transportation and Housing	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
SB 508 Introduced 2/26/2015 pdf html	Beall D (Dist 15)	Transit operations: financial requirements. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of “operating cost” used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	Senate Transportation and Housing	New – Recommend Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.

San Francisco County Transportation Authority

April 2015

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 Transportation and Housing	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 Rules	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 Transportation and Housing	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program: 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 Environmental Quality	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
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 Rules	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
SCA 5 Introduced: 3/26/2015 pdf html	Hancock D (Dist 9)	Local government: special taxes: voter approval. Would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Print	New - Recommend Support	Would specify that the voter approval requirement is 55% for local government special taxes.

Total Measures: 74

Total Tracking Forms: 74



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Memorandum

Date: 04.13.15 **RE:** Citizens Advisory Committee
April 22, 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 \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have four requests totaling \$862,900 in Prop K funds to present to the Citizens Advisory Committee (CAC). The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects, including design of new traffic signals or flashing beacons for eight high-priority intersections, (\$280,000); construction to upgrade traffic signals at nine intersections along Polk Street, a Walkfirst High-Injury Corridor (\$382,900); and Neighborhood Transportation Improvement Program (NTIP) capital funds for conceptual design of key bicycle and pedestrian at two key sites at the Chavez/Bayshore/Potrero intersection and development of an areawide lighting plan (\$100,000). We are requesting \$100,000 for a District 2 NTIP planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. Of this amount, \$10,000 would be allocated to the SFMTA to support its involvement in the NTIP study. **We are seeking a motion of support for the allocation of \$772,900 in Prop K Funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have four requests totaling \$862,900 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the April 22, 2015 meeting, for potential Board approval on May 19, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- New Signals & Signs
- Signals & Signs
- Bicycle Circulation/Safety
- Pedestrian Circulation/ Safety
- Transportation/ Land Use Coordination

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 four Prop K (\$862,900) requests to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the four requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the attached Allocation Request

Forms.

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

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$772,900 in Prop K Funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$772,900 in Prop K Funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$772,900 and appropriate \$90,000 in Fiscal Year 2014/15 Prop K funds, with conditions, for a total of four requests. The allocations and appropriation 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 approved Fiscal Year 2014/15 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

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

RECOMMENDATION

Adopt a motion of support for the allocation of \$772,900 in Prop K Funds, with conditions, and appropriation of \$90,000 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

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

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	\$ 354,000	26%	21%	Design	1, 3, 6, 7, 8
Prop K	33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	\$ 1,547,500	41%	75%	Construction	2, 3, 6
Prop K	39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	\$ 100,000	\$ -	\$ 100,000	27%	0%	Planning	10
Prop K	44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	\$ 125,000	40%	20%	Planning	2
			TOTAL	\$ 862,900	\$ -	\$ 2,126,500	38%	59%		

Footnotes

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

² Acronyms: SFCTA (San Francisco County Transportation Authority); 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
31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	Prop K sales tax funds will be used to design new traffic signals at six intersections including Folsom & Mabini, 28th Avenue & Fulton, 33rd Avenue & Fulton, 37th Avenue & Fulton, 19th & Dolores and Columbus & Francisco; and flashing beacons systems at the intersections of Monterey & Detroit and O'Shaughnessy & Malta. All locations will have new pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, curb ramps (15-20 total), and mast-arm mounted signal heads. Five locations are located on the Vision Zero High Injury Network. Design will be complete by June 2016 and all signals will be activated/ open for use by December 2017.
33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	Sales tax funds will be used to upgrade traffic signals at 9 intersections along Polk Street, a Walkfirst High-Injury Corridor, with pedestrian countdown signals and accessible pedestrian signals. Signal visibility at each intersection will also be improved by better placement of poles and vehicular signal indications. Construction is scheduled to begin in December 2015 and end in December 2016. This project is being coordinated with the Polk Street Streetscape project, which is to begin construction by April 2015.
39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [N'TIP Capital]	\$ 100,000	\$ -	Neighborhood Transportation Improvement Program (N'TIP) capital funds will be used to advance the design of bicycle and pedestrian improvements at two key sites south of Chavez near the U.S. 101 southbound on-ramp at the Chavez/ Bayshore/Potero intersection. Building on recommendations from the Cesar Chavez East Community Design Plan (2012), this project will result in 20% design drawings of wider multi-use path or separated paths providing east-west bicycle and pedestrian access through the interchange area, and accessibility upgrades for the steep grade under the U.S. 101 southbound ramp. The project will also produce a lighting plan for the interchange area. SFMTA will conduct stakeholder outreach including Caltrans involvement and a walking and bike audit of the project area, and develop the design drawings. San Francisco Public Works will perform area surveys and develop the lighting plan. The project will be completed by June 2016.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	Requested NTIP planning funds, which are proposed to be matched by \$25,000 from Commissioner Farrell's office, will be used to engage the community, Commissioner Farrell's office, the Lombard Street Working Group, and other relevant stakeholders in a planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. The purpose of the effort is to identify and evaluate a range of options to manage visitor access and circulation on the "crooked street" while maintaining the character of the street, managing vehicle and pedestrian congestion, avoiding spillover effects into adjacent streets, and other goals. The request includes a \$10,000 allocation to the SFMTA to support its staff work on the NTIP study. The study will be completed by December 2015.
TOTAL			\$ 862,900	\$ -	

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
31	SFMTA	New Signal Contract 63 [Vision Zero]	\$ 280,000	\$ -	
33	SFMTA	Polk Street Traffic Signal Upgrade	\$ 382,900	\$ -	5-Year Prioritization Program (5YPP) Amendment: Our recommendation is contingent upon a 5YPP amendment to the Signs and Signals category to reprogram \$382,900 in FY 2014/15 funds currently programmed to the design phase of the subject project to the construction phase.
39, 40	SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	\$ 100,000	\$ -	5YPP Amendment: Our recommendation is contingent on an amendment to the Bicycle Circulation/Safety 5YPP to reprogram \$50,000 in FY 2014/15 Embarcadero Bikeways Enhancement environmental phase funds to the subject project in FY 2014/15 and reprogram \$50,000 in FY 2015/16 NTIP placeholder funds to the Embarcadero Bikeways Enhancement project in FY 2015/16. The environmental phase of the Embarcadero project will not proceed in FY 15/16.
44	SFCTA, SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	\$ 100,000	\$ -	
TOTAL			\$ 862,900	\$ -	

¹ See Attachment 1 for footnotes.

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

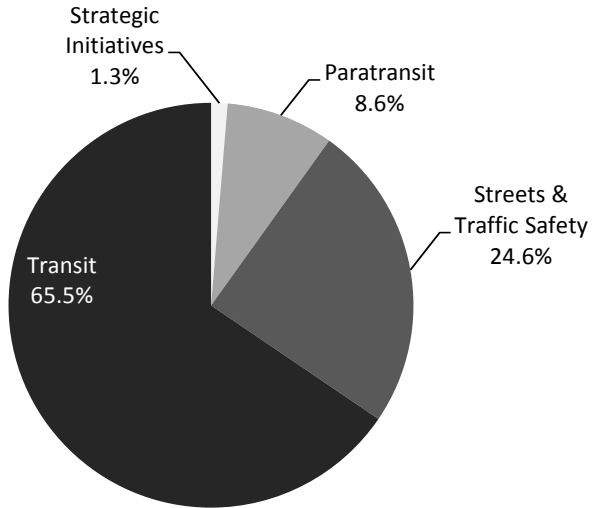
PROP K SALES TAX

	Total	CASH FLOW				
		FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FYs 2019/20 - 2027/28 ¹
Prior Allocations	\$ 240,181,816	\$ 64,982,600	\$ 31,136,648	\$ 16,001,916	\$ 1,500,000	\$ 126,560,652
Current Request(s)	\$ 862,900	\$ 75,000	\$ 596,450	\$ 191,450	\$ -	\$ -
New Total Allocations	\$ 241,044,716	\$ 65,057,600	\$ 31,733,098	\$ 16,193,366	\$ 1,500,000	\$ 126,560,652

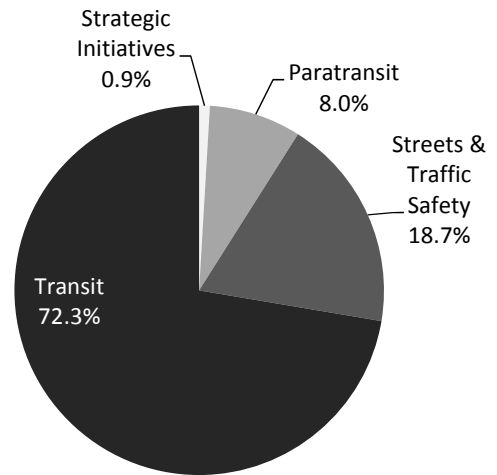
The above table shows maximum annual cash flow for all FY 2014/15 allocations approved to date, along with the current recommended

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



**Attachment 5
Prop K Grouped Allocation Requests
May 2015 Board Action**

Table of Contents

No.	Fund Source	Project Sponsor¹	EP² Line Item/ Category Description	Project Name	Phase	Funds Requested
1	Prop K	SFMTA	New Signals & Signs	New Signal Contract 63 [Vision Zero]	Design	\$ 280,000
2	Prop K	SFMTA	Signals & Signs	Polk Street Traffic Signal Upgrade	Construction	\$ 382,900
3	Prop K	SFMTA	Bicycle Circulation/ Safety & Pedestrian Circulation/ Safety	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements [NTIP Capital]	Planning	\$ 100,000
4	Prop K	SFCTA, SFMTA	Transportation/ Land Use Coordination	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	Planning	\$ 100,000
Total Requested						\$ 862,900

¹ Acronyms include SFCTA (San Francisco County Transportation Authority), 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="ii. System Operations, Efficiency and Safety"/>	
Prop K EP Project/Program:	<input type="text" value="a. New Signals and Signs"/>	
Prop K EP Line Number (Primary):	<input type="text" value="31"/>	Current Prop K Request: <input type="text" value="\$280,000"/>
Prop K Other EP Line Numbers:	<input type="text"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisory 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.

The SFMTA is seeking \$280,000 in Prop K sales tax funds toward the design of 6 new traffic signals, 2 flashing beacon systems and related pedestrian improvements to be constructed under New Signal Contract 63.

Please see following pages for details.

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

Background and Scope

In addition to the six new traffic signals and two flashing beacon systems, two non-Prop K funded locations will also be part of Contract 63. All new signal locations will have new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring, poles, curb ramps (15 – 20 total), and mast-arm mounted signals.

The locations under this project are as follows:

Table 1. Contract 63 Locations						
Prop K – Funded Signals/Beacons						
ID	Intersection	Type	Funding	Existing Control	Dist	Vision Zero High-Injury Network
1	Folsom and Mabini Streets	Traffic Signal	Prop K	One-way stop	6	Y
2	28 th Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	Y
3	33 rd Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	Y
4	37 th Avenue and Fulton Street	Traffic Signal	Prop K	One-way stop	1	N
5	19 th and Dolores Streets	Traffic Signal	Prop K	One-way stop	8	Y
6	Columbus and Francisco Sts	Traffic Signal	Prop K	Two-way stop	3	Y
7	Monterey and Detroit Streets	Flashing Beacon	Prop K	None	7	N
8	O’Shaughnessy Bl & Malta St	Flashing Beacon	Prop K	One-way stop	7,8	N
Non Prop K – Funded Signals/Beacons						
9	California and Commonwealth	Flashing Beacon	Private	One-way stop	1	Y
10	Russ and Howard Streets	Traffic Signal	SOMA Fund	One-way stop	6	Y

Location Selection Criteria

The intersections in this scope were selected after careful review by SFMTA staff of traffic signal requests received by the Agency each year, as well as locations nominated by staff. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements).

All the locations proposed for signalization are intended to improve pedestrian safety on the City’s primary and secondary arterial streets. The Agency will be developing a separate but concurrent new signal contract which addresses intersections that are in the Walkfirst Pedestrian High-Injury Corridors. That separate project will be funded by Walkfirst funds.

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

The intersections in this subject request involve multi-lane streets like Folsom Street, Fulton Street, Dolores Street, Columbus Avenue and Monterey Boulevard which are susceptible to the multiple-threat situation where a motorist may stop for a pedestrian or other cross street traffic but motorists in the adjacent lane may not. Speeds can also be a significant factor. Even streets with 25 MPH speed limits can be very intimidating for pedestrians to cross. At most of these locations, the SFMTA has installed continental crosswalks, advance signage, and other traffic control devices to highlight these pedestrian crossings. At this time, however, SFMTA staff believes signalization would improve the pedestrian right-of-way issues at these locations.

Folsom and Mabini was identified in the Central Corridor Plan as a location to be signalized to allow for a protected crossing of Folsom Street. It is supported by the Yerba Buena Consortium group. Russ and Howard was an intersection requested by the South of Market Community groups. It would complement the signal at Folsom and Russ installed as part of Contract 60 in 2012, using the same funding source. Russ Street connects the Victoria Draves Manalo Park and Bessie Carmichael Elementary School to the northern portion of the SOMA neighborhood grid.

The three locations along Fulton Street were identified as locations where pedestrian safety would be improved with a traffic signal. All three locations are at transit stops. The intersection at 37th and Fulton is adjacent to a senior citizen facility.

The intersection at 19th and Dolores is adjacent to Dolores Park and is located between two signalized intersections. It also flanks Dolores Park playground and is a key entrance into the park.

Columbus and Francisco is the only uncontrolled intersection along the Columbus Avenue corridor and where the Agency has received multiple requests in the past for STOP signs or signal control.

The three flashing beacon locations are being proposed at intersections where full signal control is not warranted but where beacons are appropriate devices: Monterey midblock crosswalk at Detroit, O'Shaughnessy midblock crosswalk at Malta and the California St crosswalk at Commonwealth. The California crosswalk will be paid for by private funds (California Pacific Medical Center).

Project Benefits

New traffic signals provide the benefits of improved right-of-way assignment and access across major streets. All but one of the proposed signal locations currently have stop sign controls on the side street, while the major street is uncontrolled. Motorists from the side street have to stop and proceed only when there is a safe gap in traffic. Most importantly, pedestrians who cross the major street must also choose a gap in traffic in determining when to cross and depend on motorists to yield to them once they legally enter the crosswalk. New traffic signals will improve conditions for pedestrians by stopping traffic along the major street while allowing pedestrians and cross-traffic to proceed.

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

All new traffic signals the SFMTA installs will have Pedestrian Countdown Signals (PCS). PCSs have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern as to whether there is enough time left in a signal cycle to cross the intersection safely.

Community Support

All the new signal locations were requested by the members of the public, some with specific interest from local district supervisors. The SFMTA has scheduled a public hearing in May 2015 to solicit input regarding the new signal locations and expect to receive overwhelming support.

Implementation

The SFMTA Sustainable Streets Division will manage the scope of the detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering or the SFMTA's Muni Engineering Division will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Work Performed By</u>
Electrical Design	SFMTA Sustainable Streets Division
Curb Ramp Design	DPW Streets and Highways
Review of Electrical Design	DPW Bureau of Engineering
Construction Management	DPW Infrastructure Construction Management
Contract Support	DPW Bureau of Engineering
Construction Support	SFMTA Sustainable Streets Division

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

Table 2. Ranked New Signal Candidate Locations

Rank	Intersection	Project Name per Prop K 5YPP (2014)	Current Status as of December 2014	Districts	Prioritization Factors
9	16th/Capp	Programmed in 2009 5YPP	Under construction as part of CT 61	6	11 injury collisions in last 5 years, incl 3 peds. Marked school crosswalk. Near BART
11	6th/Minna	Programmed in 2009 5YPP	Under construction as part of CT 61	6	8 injury collisions in last 5 years, incl 4 peds.
6	47th/Sloat	Programmed in 2009 5YPP	Under construction as part of CT 61	4,7	3 inj/ 5 years; 1 ped; Heavy ped volumes; would help Muni 18 make left turns
10	Geary/Palm	Programmed in 2009 5YPP	Under construction as part of CT 61	1,2	Senior facility on major corridor
8	Lake Merced/ John Muir Drive	Programmed in 2009 5YPP	Under construction as part of CT 61	7	9 injury collisions in last 5 years; requested multiple times in the last 3 years
	24th/ Fair Oaks	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	8	
	Sloat/ Beachmont	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	7	
	Page	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	5	
	Post/ Octavia	Programmed in 2009 5YPP	Under construction as part of CT 61 (flashing beacon)	5	
19	Sunset/ Yorba	Contract 62	Construction advanced - removed from Contract 62 scope	4	9 inj,/5 years, 5 peds. Multilane, 35 MPH
14	34th/Lincoln	Contract 62	Contract 62	1, 4	6 inj/ 5 years; 2 peds
17	22 nd /Geary	Contract 62	Contract 62	1	9 inj,/5 years, 2 peds. Multilane
18	26 th /Geary	Contract 62	Contract 62	1	9 inj,/5 years, 5 peds. Multilane, school
20	O'Farrell/ Webster	Contract 62	Contract 62	5	8 inj,/5 years, 6 peds. School Crossing
	8th/ Natoma	Contract 62	Contract 62	6	
	350 Francisco	Contract 62	Contract 62 (flashing beacon)	3	
	Sunset/ Wawona	not listed	Contract 62	4	
	Sunset/ Moraga	not listed	Contract 62	4	

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

Rank	Intersection	Project Name per Prop K 5YPP (2014)	Current Status as of December 2014	Districts	Prioritization Factors
	Folsom/Mabini	not listed	CT 63	6	Unmarked crosswalk across Folsom 2 injury collisions; incl 1 ped
	28 th /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop 3 injury collisions; incl 3 peds
	33 rd /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop 0 injury collisions
	37 th /Fulton	not listed	CT 63	1	Marked uncontrolled crosswalk across Fulton at a transit stop; adjacent to senior center 2 injury collisions; incl 1 ped
	19 th /Dolores	not listed	CT 63	8	Marked uncontrolled crosswalk across Dolores Park 4 injury collisions; incl 3 peds
	Francisco/Columbus	not listed	CT 63	3	Marked uncontrolled crosswalk across Columbus 2 injury collisions; incl 3 peds
	Monterey and Detroit Streets	not listed	CT 63	7	Marked uncontrolled crosswalk across Monterey 0 injury collisions
	O'Shaughnessy Bl & Malta St	not listed	CT 63	8	Marked uncontrolled crosswalk across O'Shaughnessy 0 injury collisions
	California and Commonwealth	not listed	CT 63 (not funded by Prop K)	2	Marked uncontrolled crosswalk across California 3 injury collisions; incl 2 peds
	Russ/Howard	not listed	CT 63 (not funded by Prop K)	6	Unmarked crosswalk across Howard 3 injury collisions, no ped collisions
1	Clay/Hyde	not listed	CT 64 - Candidate	3	1 injury collision in the last 5 years; includes 1 ped collision; cable car
2	Crescent/Mission	2016/17 placeholder	CT 64 - Candidate	9	4 inj/5 years; incl 1 ped collision;
3	Geneva/Louisburg	2016/17 placeholder	CT 64 - Candidate	11	1 inj/5 years; no ped collisions; Geneva/Howth one block away was signalized in 2013 which has helped pedestrians cross Geneva Ave
4	Mission/ Niagara	2016/17 placeholder	CT 64 - Candidate	11	6 inj/5 years; 1 ped collision;
5	16th/Utah	2016/17 placeholder	CT 64 - Candidate	10	2 inj/ 5 years; 0 ped collisions
7	Highland/Mission	2016/17 placeholder	CT 64 - Candidate	9	3 inj/5 years; 3 ped collision;
13	Kezar/Lincoln	2016/17 placeholder	CT 64 - Candidate/TEP	1, 5	7 inj/ 5 years; no peds
21	Oakdale/Loomis	2016/17 placeholder	CT 64 Candidate	10	10 inj/5years, 0 peds,
22	Arlington/Bosworth	2016/17 placeholder	CT 64 Candidate	8	8 inj/5years, 1 peds; to be funded by Glen Park FTA funds

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

Rank	Intersection	Project Name per Prop K 5YPP (2014)	Current Status as of December 2014	Districts	Prioritization Factors
23	Bosworth/ Lippard	2016/17 placeholder	CT 64 Candidate	8	Highest number of vehicles stopped an all-way STOP
24	6 th /Stevenson	2016/17 placeholder	CT 64 Candidate	6	6 inj/5years, 3 peds
16	14th/Harrison	2016/17 placeholder	CT 64 - Candidate	6	6 inj/ 5 years; 1 ped
12	6th/Jessie	2016/17 placeholder	WF Project	6	10 inj/5 years; including 7 peds; there are other traffic calming efforts; signal to be funded by Walkfirst
15	Geneva/ Stoneridge	2016/17 placeholder	WF Project	10	3 inj/ 5 years; 3 peds; private street; signal to be funded by walkfirst

Table 3 - Prioritization Criteria and Scoring Table
New Signals and Sign (EP 31)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Replaces Asset at End of Useful Life	Improves Project Delivery Rate	
Total Possible Score	4	3	3	4	3	3	20
New Equipment							
New Equipment	2	0	1	2	3	3	11
Total Possible Score	4	3	3	4	3	3	20
Follow-the-Paving							
Follow-the-Paving (New Pavement Markers and Conduits)	Locations will be scored at the time of allocation. See text for more details.						
New Traffic Signals							
New Traffic Signals (5 Locations) Contract 62	4	1	0	4	3	1	13
New Signal Contract 63	4	2	0	4	3	1	14
New Traffic Signals (5 Locations) FY 18 (PS&E)	Locations will be scored at the time of allocation. See text for more details.						
Safe Streets							
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text for more details.						
Safety Enhancements (New Pavement Markers)	Locations will be scored at the time of allocation. See text for more details.						
New Pedestrian Countdown Signals	Locations will be scored at the time of allocation. See text for more details.						
New Traffic Signs	Locations will be scored at the time of allocation. See text for more details.						

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.
Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

**Table 3 - Prioritization Criteria and Scoring Table
New Signals and Sign (EP 31)**

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

New Equipment Subcategory:

Safety: Improves or mitigates a documented unsafe condition -- Improves worker safety.

Replaces asset at end of useful life: Replaces equipment that has reached the end of useful life per industry-accepted levels.

Improves Project Delivery Rate: Supports accelerated project delivery (e.g., additional paint truck).

All Other Subcategories:

Safety: (One point for each): Addresses demonstrated safety issue; reduces potential conflicts between modes; benefits users of multiple modes; and increases security.

Provides Benefits to Multiple Users: Projects receives one point each for addressing the needs of pedestrians, bicyclists, and/or transit users.

Supports Transit First: Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.

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

FY 2014/15

Project Name: New Signal Contract 63 [Vision Zero]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

Status: Underway

PROJECT DELIVERY MILESTONES

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

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

<u>Milestone</u>	<u>Complete</u>
Design	June 2016
Advertise for Construction	August 2016
Construction Begins	December 2016
Open for Use	December 2017

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

FY 2014/15

Project Name: New Signal Contract 63 [Vision Zero]

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	\$354,000	\$280,000	
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$354,000	\$280,000	\$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)	\$354,000	SFMTA Estimate based on previous projects
R/W Activities/Acquisition		
Construction	\$ 1,951,000	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
Total:	\$ 2,305,000	

% Complete of Design: 0 as of 3/16/15

Expected Useful Life: 30 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.
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.

New Signal Contract 63 [Vision Zero]

DESIGN PHASE	Cost	Performed by	Budget Detail Reference
Task			
Detailed Design & Coordination	\$ 170,484	SFMTA	I
Electrical Design Review	\$ 118,281	SFPW (BOE)	II
Curb Ramp Design	\$ 63,666	SFPW (BOE)	III
City Attorney Review	\$ 1,000	City Attorney	
Total	\$ 353,432		
DESIGN PHASE COST		\$ 354,000	

Prop K Intersections	\$ 280,000	
SOMA Stabilization Fund Intersections	\$ 60,000	(Russ/Howard)
CPMC Intersection	\$ 14,000	(California/Commonwealth)
Total	\$ 354,000	

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

CONSTRUCTION PHASE	Cost- Estimate	% of Contract Cost	Performed by
1 Contract Cost	\$1,200,000		Contractor
2 Contingency (10%)	\$120,000	10%	N/A
3 Controllers	\$140,000	12%	
4 APS/Vehicle Detectors	\$70,000	6%	Procurement of APS and Sensys Veh Detection
5 Ct Prep & DPW Eng Support	\$21,000	2%	DPW (Bureau of Engineering)
6 Construction Engineering/Inspection	\$140,000	12%	DPW (Bureau of Construction Mgmt)
7a Public Affairs	\$15,000	1%	DPW (Bureau of Construction Mgmt)
7b Material Testing	\$65,000	5%	DPW (Bureau of Construction Mgmt)
7c Wage Check	\$30,000	2%	DPW (Bureau of Construction Mgmt)
8 Construction Support	\$150,000	13%	SFMTA Eng & Shops
Construction Phase Subtotal	\$1,951,000		
Rounded to	\$1,951,000		
TOTAL COST OF ALL PHASES	\$2,305,000		

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

AGENCY STAFF (DESIGN PHASE)

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
Electrician (7345)**	97,084	60,855	\$ 157,939	0.803	\$ 126,825	\$ 284,764	0.125	260	\$ 35,595
Senior Engineer (5211)	155,766	85,640	\$ 241,406	0.803	\$ 193,849	\$ 435,256	0.029	60	\$ 12,555
Engineer (5241)	134,576	75,738	\$ 210,314	0.803	\$ 168,882	\$ 379,196	0.067	140	\$ 25,523
Associate Engineer (5207)	116,246	67,172	\$ 183,418	0.803	\$ 147,285	\$ 330,703	0.125	260	\$ 41,338
Assistant Engineer (5203)	99,944	60,044	\$ 159,988	0.803	\$ 128,470	\$ 288,458	0.192	400	\$ 55,473
Total							0.538	1,120	\$ 170,484

II DPW Bureau of Engineering (BOE) - Electrical Review

Overhead Rate: 2.71

Hours	Position	Base Salary	Fully Burdened	FTE	Cost
60	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.029	\$ 12,177
150	Engineer (5241)	\$ 134,576	\$ 364,701	0.072	\$ 26,301
220	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.106	\$ 28,647
460	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.221	\$ 51,157
890	Total			0.428	\$ 118,281

San Francisco County Transportation Authority
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III DPW Bureau of Engineering (BOE) - Curb Ramp Design		Overhead			
		Rate:	2.71		
Hours	Position	Base Salary	Fully Burdened	FTE	Cost
16	Senior Engineer (5211)	\$ 155,766	\$ 422,126	0.008	\$ 3,247
46	Engineer (5241)	\$ 134,576	\$ 364,701	0.022	\$ 8,066
180	Assistant Engineer (5203)	\$ 99,944	\$ 270,848	0.087	\$ 23,439
260	Engineer Associate I (5364)	\$ 85,357	\$ 231,317	0.125	\$ 28,915
502	Total			0.241	\$ 63,666

* Base Salary is step 5 for each classification in effect today.
 ** Electricians receive a 5% premium when assigned as traffic signal electricians
 *** Construction Inspectors receive a 5% premium when acting in that capacity

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

FY 2014/15

Project Name: New Signal Contract 63 [Vision Zero]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$280,000

5-Year Prioritization Program Amount: \$375,000 (enter if appropriate)

Strategic Plan Amount for Requested FY: \$525,000

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:

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 from the New Traffic Signals (5 Locations) placeholder in the New Traffic Signals subcategory of the New Signals and Signs 5YPP.

The Strategic Plan amount is the entire amount programmed in the New Signals and Signs 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		\$280,000		\$280,000
SOMA Community Stabilization Fund		\$60,000		\$60,000
Private Funds			\$14,000	\$14,000
				\$0
				\$0
				\$0
Total:		\$354,000	\$14,000	\$354,000

Actual Prop K Leveraging - This Phase:	20.90%	
Expected Prop K Leveraging per Expenditure Plan	26.13%	
		\$354,000 Total from Cost worksheet

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

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K sales tax		\$1,875,000		\$1,875,000
SOMA Stabilization Fund		\$350,000		\$350,000
Private Funds			\$80,000	\$80,000
				\$0
				\$0
				\$0
				\$0
Total:		\$2,225,000	\$80,000	\$ 2,305,000

Actual Prop K Leveraging - Entire Project:	<input type="text" value="18.66%"/>	<input type="text" value="\$ 2,305,000"/>
Expected Prop K Leveraging per Expenditure Plan:	<input type="text" value="26.13%"/>	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	<input type="text" value="NA"/>	

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

Prop K Funds Requested:

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$280,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$280,000		

Prop AA Funds Requested:

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
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:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$280,000	Design Engineering (PS&E)
Total:	\$280,000	

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 31	FY 2014/15	\$0	0.00%	\$280,000
Prop K EP 31	FY 2015/16	\$280,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$280,000	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 31	FY 2014/15	Design Engineering (PS&E)	\$0	0%	\$280,000
Prop K EP 31	FY 2015/16	Design Engineering (PS&E)	\$280,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$280,000		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.
4.
5.

Special Conditions:

1.
2.

Notes:

1.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	79.10%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

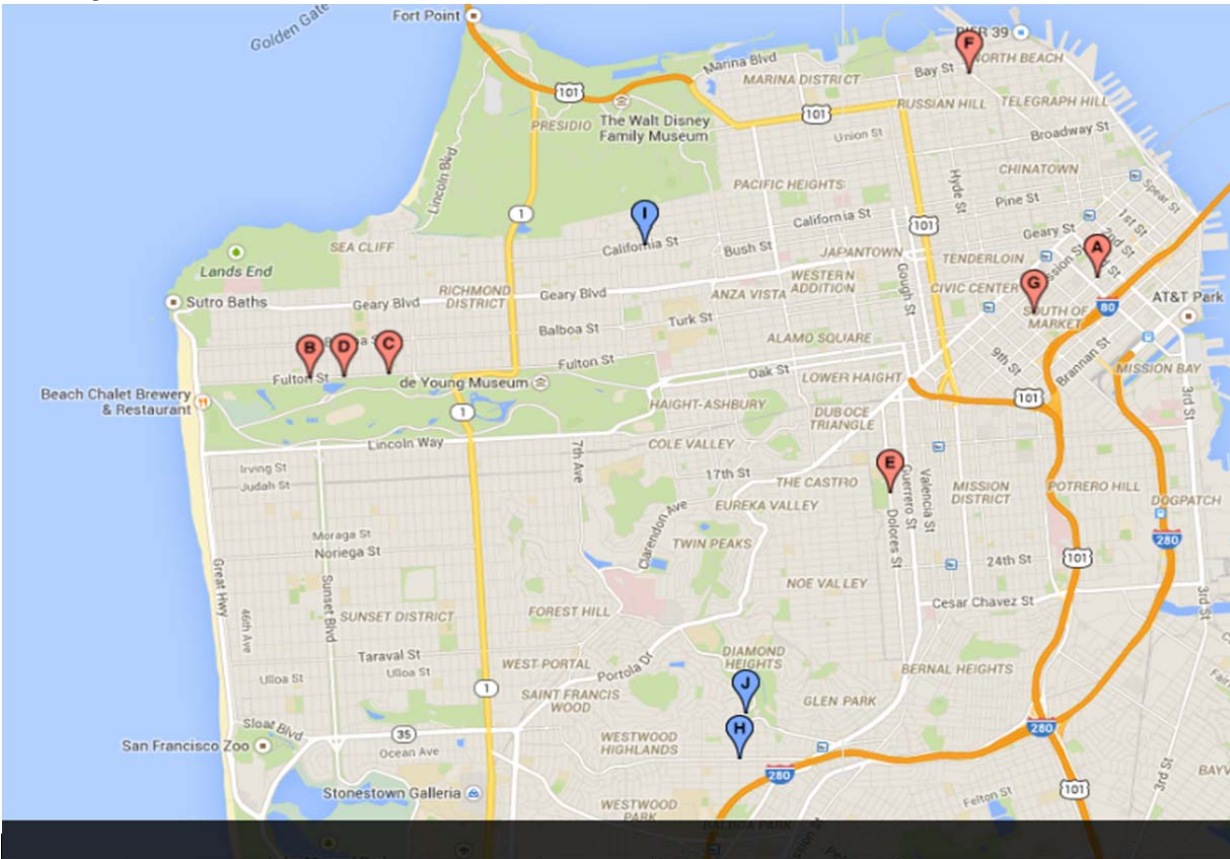
**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

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.

New Signal Contract 63 [Vision Zero]



A	Folsom and Mabini	Prop K	Signal
B	37th Avenue and Fulton	Prop K	Signal
C	28th Avenue and Fulton	Prop K	Signal
D	33rd Avenue and Fulton	Prop K	Signal
E	19th and Dolores	Prop K	Signal
F	Columbus and Francisco	Prop K	Signal
G	Russ and Howard	SOMA	Signal
H	Monterey and Detroit	Prop K	Beacon
I	California and Commonwealth	Private	Beacon
J	O'Shaughnessy and Malta	Prop K	Beacon

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



Traffic Controller and new curb ramps



Pedestrian Countdown Signal



Mast Arm Signal

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

FY of Allocation Action: 2014/15 Current Prop K Request: \$ 280,000
 Current Prop AA Request: \$ -

Project Name: New Signal Contract 63 [Vision Zero]

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): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

Fax:

Email: manito.velasco@sfmta.com

Joel.Goldberg@sfmta.com

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

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

Signature:

Date:

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K Category:	<input type="text" value="C. Street & Traffic Safety"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iii. System Maintenance and Renovations (streets)"/>	
Prop K EP Project/Program:	<input type="text" value="a. Signals and Signs"/>	
Prop K EP Line Number (Primary):	<input type="text" value="33"/>	Current Prop K Request: \$ <input type="text" value="382,900"/>
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.

See next page.

Background and Scope

The SFMTA requests Prop K funds in the amount of \$382,900 towards the construction phase of the Polk Street Traffic Signal Upgrade project. Federal Highway Safety Improvement Program (HSIP) funds are providing \$1,164,600 of the project budget. The total construction phase cost is \$1,547,500. The purpose of the project is to upgrade the traffic signals at nine intersections along Polk Street so that pedestrian countdown signals (PCS) can be added where they are currently missing. New accessible pedestrian signals (APS) will be added at five intersections. The signal visibility at each intersection will also be improved by better placement of poles and vehicular signal indications.

Polk Street is a Walkfirst High-Injury Corridor. The addition of PCS at these locations is consistent with the City's Vision Zero goals.

Scope

The project scope is summarized in Table 1 below.

Table 1 – Polk Street Traffic Signal Upgrade

Cross Street	Larger Signal Heads	New Poles	New PCS	New APS	Controller/ Cabinet	New Conduits	# of Curb Ramps
Union	X	X	X		X	X	
Broadway	X	X	X	X	X	X	
Pacific	X	X	X	X	X	X	
Jackson	X	X	X	X	X	X	
Washington	X	X	X	X	X	X	*
Clay	X	X	X	X	X	X	*
Sacramento	X	X	X		X	X	*
California	X	X	X		X	X	*
Post	X	X	X		X	X	*

* curb ramps to be installed by Polk Street Streetscape Project which will follow project

SFMTA and DPW Staff have been coordinating closely especially in light of the upcoming Polk Streetscape project. Based on this coordination effort, staff from both agencies jointly resolved to have all curb ramps at these nine project intersections be constructed as part of the streetscape project. The Streetscape project will go to construction 3-4 months after the start of this Polk Street project. There will be some overlap in the construction between the two phases and staff will work with DPW Construction Management to coordinate the work.

Implementation

SFMTA's Sustainable Streets Division is managing the scope of the planning and detailed design including design review and contract preparation. The Department of Public Works' (DPW's) Bureau of Engineering will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Force Account Work Performed By</u>
Design	SFMTA Sustainable Streets Division staff
Curb Ramps	DPW or SFMTA Engineering
Review of Electrical Design	DPW-Bureau of Engineering
Construction Management	DPW- Bureau of Construction

Schedule

Polk Street Signal Upgrade Project	
Advertise	June 2015-August 2015 (Depending on Caltrans approval date)
Begin Construction	December 2015
Completion	December 2016
Polk Streetscape Project	
Advertise	November 2015
Begin Construction	March 2016
Completion	September 2017

Construction Budget

The total amount of HSIP funds for the construction phase of this project is \$1,164,600. The minimum required match is \$129,400 (10%).

However, because the cost is estimated to be \$1,547,500, the project needs \$382,900 in local funds to be complete. We are thus requesting over and above the required match. Federal fund programs like HSIP also cap the amount that can be spent on construction engineering and inspection at 10% of contract costs, where typical City projects is usually in the range of 20-25%.

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

FY 2014/15

Project Name: Polk Street Traffic Signal Upgrade

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)	4	2013/14	4	2014/15
Prepare Bid Documents				
Advertise Construction	4	2014/15		
Start Construction (e.g., Award Contract)	2	2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	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.

<u>Milestone</u>	<u>Complete</u>
Design	June 2015
Advertise for Construction	June-August 2015 (Dependent on Caltrans approval date)
Construction Begins	December 2015
Open for Use	December 2016

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

FY 2014/15

Project Name: Polk Street Traffic Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 1,547,500	\$ 382,900	
Procurement (e.g. rolling stock)				
		\$1,547,500	\$382,900	\$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)	\$315,000	SFMTA actual costs
R/W Activities/Acquisition		
Construction	\$ 1,547,500	SFMTA Estimate based on previous projects
Procurement (e.g. rolling stock)		
Total:	\$ 1,862,500	

% Complete of Design: 90 as of 3/13/15

Expected Useful Life: 30 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.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.

Polk Street Traffic Signal Upgrade

Description	Cost	Performed by	Budget Detail Reference
-------------	------	--------------	-------------------------

DESIGN PHASE

- | | | | |
|----------------------------------|------------|-------|--|
| 1 Detailed Design & Coordination | \$165,000 | SFMTA | |
| 2 Electrical Design Review | \$150,000 | SFDPW | |
| | \$ 315,000 | | |

TOTAL DESIGN PHASE	\$ 315,000
---------------------------	-------------------

CONSTRUCTION PHASE

- | CONSTRUCTION PHASE | Cost-Estimate | % of Contract Cost | Performed by |
|---------------------------------------|--------------------|--------------------|--|
| 1 Contract Cost | \$850,000 | | Contractor |
| 2 Contingency (15%) | \$127,500 | 15% | N/A |
| 3 Controllers + APS Units | \$230,000 | | SFMTA Procurement |
| 4 Ct Prep & DPW Eng Support | \$29,027 | 3% | DPW (Bureau of Engineering) <u>VII</u> |
| 5 Construction Engineering/Inspection | \$107,120 | 13% | DPW (Bureau of Construction Mgmt) <u>II</u> |
| 6 Public Affairs | \$10,697 | 1% | DPW (Bureau of Construction Mgmt) <u>V</u> |
| 7 Material Testing | \$42,028 | 5% | DPW (Bureau of Construction Mgmt) <u>IV</u> |
| 8 Wage Check | \$25,428 | 2% | DPW (Bureau of Construction Mgmt) <u>VI</u> |
| 9 Curb Ramp Construction Support | \$3,942 | 2% | DPW (Bureau of Construction Mgmt) <u>III</u> |
| 10 Construction Support | \$121,682 | 14% | SFMTA Eng & Shops <u>I</u> |
| Construction Phase Subtotal | \$1,547,424 | | |
| Rounded to | \$1,547,500 | | |

TOTAL COST OF ALL PHASES	\$1,862,500
---------------------------------	--------------------

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

AGENCY STAFF (CONSTRUCTION PHASE)

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
Electrician (7345)**	99,797	59,405	\$ 159,202	0.803	\$ 127,839	\$ 287,041	0.088	184	\$ 25,392
Senior Engineer (5211)	160,980	83,425	\$ 244,406	0.803	\$ 196,258	\$ 440,664	0.019	40	\$ 8,474
Engineer (5241)	139,053	73,821	\$ 212,874	0.803	\$ 170,938	\$ 383,812	0.043	90	\$ 16,607
Associate Engineer (5207)	120,085	65,513	\$ 185,598	0.803	\$ 149,036	\$ 334,634	0.077	160	\$ 25,741
Assistant Engineer (5203)	103,246	58,643	\$ 161,889	0.803	\$ 129,997	\$ 291,887	0.156	324	\$ 45,467
Total							0.384	798	\$ 121,682

II DPW IDC Construction Engineering/Inspection

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Engineer	\$ 139,053	\$ 376,834	0.015	30	\$ 5,517
Associate Engineer	\$ 120,085	\$ 325,432	0.040	84	\$ 13,142
Sr Const Inspector (6319)	\$ 114,887	\$ 311,344	0.101	210	\$ 31,434
Construction Inspector (6318)	\$ 104,214	\$ 282,420	0.202	420	\$ 57,027
Total			0.358	744.45	\$ 107,120

III DPW Streets & Highways (S&H) - Design

Position	Base Salary	Fully Burdened	FTE	Hours	Cost
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.004	8	\$ 1,252
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.010	20	\$ 2,690
Total			0.013	28	\$ 3,942

* Base Salary is step 5 for each classification in effect today.
 ** Electricians receive a 5% premium when assigned as traffic signal electricians
 *** Construction Inspectors receive a 5% premium when acting in that capacity
 * Base Salary is step 5 for each classification in effect today.
 ** Electricians receive a 5% premium when assigned as traffic signal electricians
 *** Construction Inspectors receive a 5% premium when acting in that capacity

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

IV DPW Materials Testing	Overhead Rate:	2.71					
Position	Base Salary	Fully Burdened	FTE	Hours	Cost		
Engineer (5241)	\$ 139,053	\$ 376,834	0.011	22	\$ 3,986		
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.026	54	\$ 8,449		
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.106	220	\$ 29,594		
Total			0.132	296			\$ 42,028

V DPW Public Affairs	Overhead Rate:	2.71					
Position	Base Salary	Fully Burdened	FTE	Hours	Cost		
PR Officer (1314)	\$ 98,822	\$ 267,809	0.008	16	\$ 2,060		
Public Info Officer (1312)	\$ 82,868	\$ 224,573	0.038	80	\$ 8,637		
Total			0.046	96			\$ 10,697

VI DPW Wage Check/Contract Compliance	Overhead Rate:	2.71					
Position	Base Salary	Fully Burdened	FTE	Hours	Cost		
Principal Clerk (1408)	\$ 76,094	\$ 206,214	0.019	40	\$ 3,966		
Contract Compliance Officer I (2992)	\$ 101,726	\$ 275,676	0.058	120	\$ 15,904		
Contract Compliance Officer II (2978)	\$ 133,302	\$ 361,249	0.015	32	\$ 5,558		
Total			0.092	192			\$ 25,428

VII DPW Contract Prep and Eng Support	Overhead Rate:	2.71					
Position	Base Salary	Fully Burdened	FTE	Hours	Cost		
Engineer (5241)	\$ 139,053	\$ 376,834	0.010	20	\$ 3,623		
Associate Engineer (5207)	\$ 120,085	\$ 325,432	0.020	42	\$ 6,571		
Assistant Engineer (5203)	\$ 103,246	\$ 279,798	0.067	140	\$ 18,833		
Total			0.088	202			\$ 29,027

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

Contract Cost Estimate

Prepared by: Jarrett Hombostel,
 SFMTA/William Chan, SFPW
 Date: 03/31/2015

Item	Cost
Vehicle Signals	\$ 48,300
Vehicle Signal Mountings	\$ 37,900
Pedestrian Signals	\$ 43,560
Pedestrian Signal Mountings	\$ 29,300
Poles	\$ 107,900
Pull Boxes	\$ 45,200
Conduits	\$ 253,855
Foundations	\$ 28,930
Wiring	\$ 90,000
Remove Existing Infrastructure	\$ 30,000
Miscellaneous (Traffic Routing; Mobilization; Allowances)	\$ 131,997
TOTAL ENGINEERS ESTIMATE	\$ 846,942
Rounded Total	\$ 850,000

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

FY 2014/15

Project Name: Polk Street Traffic Signal Upgrade

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:

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

Strategic Plan Amount for Requested FY:

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:

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 Polk Street Traffic Signal Upgrade in the Signals and Signs 5YPP.

Fully funding the project requires a 5YPP amendment to reprogram \$382,900 in Fiscal Year 14/15 funds currently programmed to the design phase to the construction phase of the subject project.

The Prop K Strategic Plan amount is the entire amount programmed in the Signals and Signs 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
Federal HSIP		\$1,164,600		\$1,164,600
Prop K	\$382,900			\$382,900
				\$0
				\$0
				\$0
				\$0
Total:		\$1,164,600	\$0	\$1,547,500

Actual Prop K Leveraging - This Phase:

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

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

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

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Federal HSIP	\$1,164,600	10.00%	\$112,600.00

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Federal HSIP		\$1,164,600	\$252,900	\$1,417,500
Prop K	\$382,900			\$382,900
SFMTA			\$62,100	\$62,100
				\$0
				\$0
				\$0
				\$0
Total:		\$1,164,600	\$315,000	\$ 1,862,500

Actual Prop K Leveraging - Entire Project:

79.44%

\$ 1,862,500

Expected Prop K Leveraging per Expenditure Plan:

41.47%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

NA

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

\$382,900

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$191,450	50.00%	\$191,450
FY 2016/17	\$191,450	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$382,900		

Prop AA Funds Requested:

\$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16		#DIV/0!	\$0
FY 2016/17		#DIV/0!	\$0
		#DIV/0!	\$0
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	\$382,900	Construction
Total:	\$382,900		

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 33	FY 2015/16	\$191,450	50.00%	\$191,450
Prop K EP 33	FY 2016/17	\$191,450	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$382,900	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 33	FY 2015/16	Construction	\$191,450	50%	\$191,450
Prop K EP 33	FY 2016/17	Construction	\$191,450	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$382,900		

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.

Special Conditions:

1. The recommended allocation is contingent upon a 5YPP amendment to reprogram \$382,900 in FY14/15 funds currently programmed to the design phase of the subject project to the construction phase. See attached 5YPP amendment for details.
2. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$382,900) pending receipt of evidence of completion of design (e.g. copy of certifications page).
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1.
2.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	24.74%
Prop AA proportion of expenditures - this phase:	<input type="text"/>

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

SFCTA Project Reviewer:

Project # from SGA:

San Francisco County Transportation Authority
Proposition K Sales Tax Program 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.

Polk Street Traffic Signal Upgrade

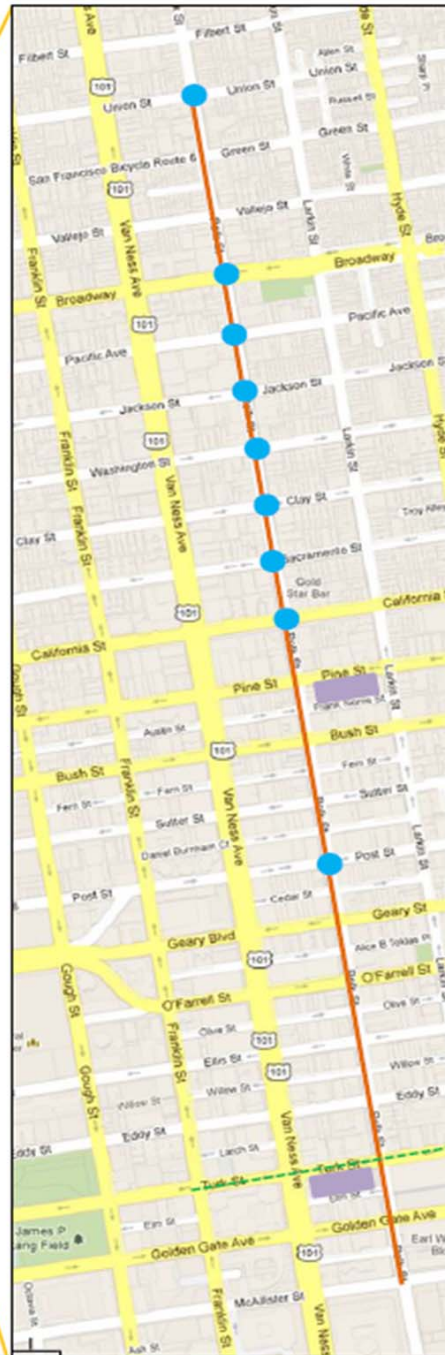
VICINITY/ PROJECT MAP

The proposed project is located in the northwestern part of San Francisco along Polk Street. Polk Street is a neighborhood street with many small local businesses, restaurants, and small hotels. Many of the people (50%) typically walk to Polk Street. It is relatively flat which makes the street easy and more attractive to walk, unlike many of their neighboring parallel streets. There are two elementary schools nearby, including Redding Elementary School and Tenderloin Elementary School. Muni's 19 Polk line also runs along Polk Street.



LEGEND

- HSIP Project
- Streetscape Project
- - - Turk St. Safe Routes to School
- Elementary School



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



Traffic Controller and new curb ramps



Pedestrian Countdown Signal

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

FY of Allocation Action: 2014/15 **Current Prop K Request:** \$ 382,900
Current Prop AA Request: \$ -

Project Name: Polk Street Traffic Signal Upgrade

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): Manito Velasco

Joel C. Goldberg

Title: Engineer

Manager, Capital Procurement & Management

Phone: (415) 701-4447

(415) 701-4499

Fax: _____

Email: manito.velasco@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)

Signals and Signs (EP 33)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Agency	Project Name	Phase(s)	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
Follow-the-Paving								
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed	\$200,000				\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed		\$200,000			\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed			\$200,000		\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed				\$200,000	\$200,000
SFMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed				\$150,000	\$150,000
Traffic Signal Upgrades								
SFMTA	Traffic Signal Upgrades (15 Locations) ¹	PS&E	Programmed	\$564,524				\$564,524
SFMTA	7th Avenue and Lincoln Way Intersection Improvements ¹	CON	Allocated	\$95,476				\$95,476
SFMTA	Traffic Signal Upgrades (15 Locations)	CON	Programmed		\$2,640,000			\$2,640,000
SFMTA	Traffic Signal Upgrades (15 Locations)	PS&E	Programmed		\$660,000			\$660,000
SFMTA	Franklin/Divisadero Corridor Signal Upgrade	CON	Programmed		\$3,435,000			\$3,435,000
SFMTA	Eddy and Ellis Traffic Calming Improvement (NTIP)	CON	Programmed	\$142,271				\$142,271
SFMTA	19th Avenue Signals Phase 3 (9)	PS&E	Programmed	\$630,000				\$630,000
SFMTA	19th Avenue Signals Phase 3 (9)	CON	Programmed			\$2,520,000		\$2,520,000
SFMTA	Replace Video Detection on 3rd Street Phase 1	CON, PROC	Programmed	\$300,000				\$300,000
SFMTA	Replace Video Detection on 3rd Street Phase 2	CON, PROC	Programmed			\$300,000		\$300,000
SFMTA	Replace Video Detection on 3rd Street Phase 3	CON, PROC	Programmed				\$457,950	\$457,950
SFMTA	Traffic Signal Visibility Upgrades (12)	PS&E, CON	Programmed		\$300,000			\$300,000

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

Signals and Signs (EP 33)

Programming and Allocations to Date

Amendment Pending Transportation Board Approval (Anticipated 5/19/15)

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	South Van Ness Conduit Installation	PS&E, CON	Programmed	\$200,000					\$200,000
SFMTA	South Van Ness Signal Upgrade (12)	PS&E	Programmed	\$398,100					\$398,100
SFMTA	South Van Ness Signal Upgrade (12)	CON	Programmed			\$1,434,900			\$1,434,900
SFMTA	Polk Corridor Signal Upgrade	PS&E	Programmed	\$277,100					\$277,100
SFMTA	Polk Corridor Signal Upgrade ²	CON	Pending	\$382,900					\$382,900
SFMTA	Polk Corridor Signal Upgrade	CON	Programmed		\$1,222,500				\$1,222,500
SFMTA	Gough Corridor Signal Upgrade (14)	PS&E	Programmed	\$463,000					\$463,000
SFMTA	Gough Corridor Signal Upgrade (14)	CON	Programmed		\$2,450,000				\$2,450,000
SFMTA	Great Highway Traffic Signal Upgrade (8)	CON	Programmed			\$607,729			\$607,729
SFMTA	Van Ness BRT S/figo Signal Improvements	CON	Programmed		\$2,275,000				\$2,275,000
SFMTA	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$357,729				\$357,729
Total Programmed in 5YPP				\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179

Total Allocated and Pending in 5YPPs	\$478,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$478,376
Total Deobligated in 5YPPs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPPs	\$3,174,995	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$22,585,803			

Total Programmed in 2014 Strategic Plan	\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179
Deobligated from Prior 5YPP Cycles **	\$156,376					\$156,376
Cumulative Remaining Programming Capacity	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376	\$156,376

**"Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds, 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution XX-XXX, xx/xx/2015).
Design fully funded through Federal HISIP grant and SFMTA operating funds.

**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="\$ 100,000"/>
Prop K Other EP Line Numbers:	<input type="text" value="40"/>	

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.

The San Francisco Municipal Transportation Agency (SFMTA) requests Prop K Neighborhood Transportation Improvement Program (NTIP) capital funding in the amount of \$100,000 for conceptual engineering for “the Hairball,” the intersection of Cesar Chavez, Bayshore, Portrero, and US Highway 101. This intersection includes portions of Bike Routes 60 and 25 (where bikes and car share the roadway on Cesar Chavez Street and Bayshore Boulevard respectively), as well as a dedicated off-street bicycle path connecting Cesar Chavez Street under Highway 101. A map and photo showing the routes and dedicated bicycle path is included in this request. The scope of work continues on the next page.

The Transportation Authority’s Neighborhood Transportation Improvement Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. NTIP capital funding is intended to advance one small and one mid-sized neighborhood scale project toward implementation in the next five years in each district.

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

Background

In 2012, the San Francisco Planning Department published the Cesar Chavez East Community Design Plan, which includes safety improvement recommendations for the Bayshore/Cesar Chavez/Potrero intersection (also known as the Hairball). In the project area, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from city streets to a complex arrangement of bridges and ramps linking the three streets with Highway 101. The intersection is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while vehicles use all three levels. While limited in some respects, the pedestrian and bicycle circulation network allows connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle and has the potential to provide a high level of connectivity to non-motorized users within the framework of the existing highly complex intersection structure. The SFMTA is requesting \$100,000 in Neighborhood Transportation Improvement Program capital funds to finalize conceptual designs for several safety improvement recommendations.

Scope

The scope of work included in this project builds upon recommendations from the Cesar Chavez East Community Design Plan and spot improvement prioritization from an SFMTA-sponsored workshop in early 2014. This project will further spot improvements at two key intersection sites—Segment F and Segment G as shown on the map attached to this allocation request—and will also result in a lighting plan for the intersection.

Segment F is a path carrying people traveling eastbound on foot and bicycle through an undeveloped city-owned lot. The existing path is approximately six feet wide, which is too narrow for a shared use path for one-way bicycle traffic and two-way pedestrian traffic. To facilitate future improvements along Segment F, San Francisco Public Works (SFPW) will survey the segment area and assess the possibility of providing a wider multi-use path or separate paths for pedestrians and cyclists. The SFMTA will create conceptual designs (20% design drawings) based on SFPW's work.

Segment G carries people on foot and on bicycle traveling eastbound down a steep grade under the Highway 101 southbound on-ramp. The path descends a flight of stairs while a parallel ramp which accommodates people on bicycles may be too steep for many users. (The grade is currently 30 percent. According to FHWA guidelines, grade should be 10 percent.) The overhead on-ramp structure provides narrow clearance of approximately eight feet. SFPW will survey the area and design a more accessible path for pedestrians and cyclists to negotiate the elevation change. The SFMTA will create conceptual designs (20% design drawings) based on SFPW's work.

Lighting is an important factor in perceived and actual personal safety, and many users of the intersection consider the lighting of pedestrian and cycling paths inadequate. Paths often appear shadowy and unsafe, particularly where they diverge from the roadway or are overshadowed by bridges and ramps. Light fixture placement seems haphazard, and broken lights are not always fixed

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

promptly. SFPW will develop a lighting plan for the interchange area that addresses the specific needs of pedestrians, cyclists and motorists based on current guidelines and standards.

The SFMTA tasks include project management, conceptual designs for bicycle and pedestrian improvements, and coordinating the project with Caltrans and SFPW. SFPW tasks include area surveys developing an area-wide lighting plan that addresses specific needs for pedestrians, cyclists and motorists. In coordination with Segment F and Segment G improvements, SFMTA will conduct stakeholder outreach, working with all necessary City and State entities. SFMTA will also conduct a walking and bike audit of the areas under study in order to identify major concerns for pedestrians and bicyclists.

Prioritization

The Cesar Chavez East Community Design Plan prioritizes the Hairball as an important pedestrian and bicycle connector in the area, providing east-west connections on Cesar Chavez and north-south connections on Potrero and Bayshore.

Upgrading the bicycle and pedestrian facilities on Cesar Chavez, Bayshore and Potrero are Vision Zero projects. Vision Zero is a San Francisco policy intended to achieve the following goals by 2024:

- Eliminate all traffic deaths
- Reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations

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

FY 2014/15

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

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	4	2014/15	4	2015/16
Environmental Studies (PA&ED)	1	2016/17	3	2016/17
R/W Activities/Acquisition				
Design Engineering (PS&E)	3	2016/17	2	2017/18
Prepare Bid Documents				
Advertise Construction	3	2017/18		
Start Construction (e.g., Award Contract)	4	2017/18		
Procurement (e.g. rolling stock)				
Construction Complete (Open for Use)			4	2018/19
Project Closeout (i.e., final expenses incurred)			1	2019/20

SCHEDULE COORDINATION/NOTES

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

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

FY 2014/15

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP (

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	\$100,000	\$100,000	
Environmental Studies (PA&ED)	No			
Design Engineering (PS&E)	No			
R/W Activities/Acquisition	No			
Construction	No			
Procurement (e.g. rolling stock)	No			
		\$100,000	\$100,000	\$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	\$ 100,000	SFMTA based on previous work
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
Right of Way (ROW)		
Construction		
Procurement (e.g. rolling stock)	\$ -	
Total:	\$ 100,000	

% Complete of Design: 0 as of: 04.14.15
 Expected Useful Life: n/a

**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.
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.

Allocation Request Summary	
Item	Amount
SFMTA	\$ 39,500
SFPW	\$ 60,000
City Attorney Office Fees	\$ 500
Project Total	\$ 100,000
Rounded Allocation Request	\$ 100,000

MFB = Mandatory Fringe Benefits
FTE = Full Time Equivalent

SFMTA- Planning/Conceptual Engineering

Position	Unburdened Salary	MFB	Overhead = 0.803* (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
Assistant Engineer (5203) / Transit Planner II (5288)	\$ 103,246	\$ 58,644	\$ 129,998	\$ 291,888	0.030	62	\$ 8,701
Associate Engineer (5207) / Transit Planner III (5289)	\$ 120,085	\$ 65,513	\$ 149,036	\$ 334,635	0.058	120	\$ 19,306
Engineer (5241) / Transit Planner IV (5290)	\$ 139,054	\$ 73,821	\$ 170,939	\$ 383,814	0.014	30	\$ 5,536
Senior Engineer (5211)	\$ 160,980	\$ 83,425	\$ 196,258	\$ 440,664	0.013	28	\$ 5,932
			Total		0.115	240	\$ 39,474

Department of Public Works -Survey/Conceptual Engineering

Description	Survey Cost
DPW Survey Contract	\$ 60,000
	Total
	\$ 60,000

City Attorney Office Fees

Description	Hourly Rate	FTE Ratio	Hours	Cost
City Attorney	\$ 250	0.001	2	\$ 500
			Total	\$ 500

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

FY 2014/15

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:

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 the subject project in the NTIP placeholder line in the Pedestrian Circulation/Safety 5YPP.

Fully funding the subject project requires an amendment to the Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.

The Strategic Plan amount is the entire amount programmed in Fiscal Year 2014/15 the Bicycle Circulation and Safety category (\$2,967,024) and the Pedestrian Circulation and Safety category (\$6,408,893).

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	\$50,000	\$50,000		\$100,000
				\$0
				\$0
				\$0
				\$0
Total:	\$100,000	\$0	\$0	\$100,000

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

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
				\$ -
				\$ -
<div style="border: 1px solid black; background-color: #e0f0ff; padding: 5px;"> Cost and funding plan for future phases to be determined through this effort. </div>				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
Total:	\$ -	\$ -	\$ -	\$ -

Actual Prop K Leveraging - Entire Project: \$ -

Expected Prop K Leveraging per Expenditure Plan: 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: \$100,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$25,000	25.00%	\$75,000
FY 2015/16	\$75,000	75.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$100,000		

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended: Prop K Allocation	\$100,000	Planning/Conceptual Engineering
Total:	\$100,000	

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	\$12,500	12.5%	\$87,500
Prop K EP 40	FY 2014/15	\$12,500	12.5%	\$50,000
Prop K EP 39	FY 2015/16	\$37,500	37.5%	\$25,000
Prop K EP 40	FY 2015/16	\$37,500	37.5%	\$0
Total:		\$100,000	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	Planning/Conceptual Engineering	\$12,500	12.5%	\$87,500
Prop K EP 40	FY 2014/15	Planning/Conceptual Engineering	\$12,500	25.0%	\$75,000
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$37,500	62.5%	\$37,500
Prop K EP 40	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
Total:			\$100,000		

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: 04.14.2015 Resolution No. Res. Date:

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

1. Upon project completion (anticipated June 2016), provide conceptual design documents at the 20% level, the project area lighting plan, and updated scope, schedule, budget and funding plan. This deliverable may be satisfied by submittal of a Prop K request for the final design phase of the project.
- 2.

Special Conditions:

1. The recommended allocation is contingent upon a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$50,000 in FY 2014/15 Embarcadero Bikeways Enhancement funds to the subject project in FY 2014/15 and reprogram \$50,000 in FY 2015/16 NTIP placeholder funds to the Embarcadero Bikeways Enhancement project in FY 2015/16. See attached 5YPP amendment for details.
- 2.

Notes:

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

Supervisorial District(s):	10	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	\$12,500	13%	\$37,500
Prop K EP 39	FY 2015/16	Planning/Conceptual Engineering	\$37,500	50%	\$0
Total:			\$50,000		

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

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 40	FY 2014/15	Planning/Conceptual Engineering	\$12,500	#DIV/0!	\$37,500
Prop K EP 40	FY 2015/16	Planning/Conceptual Engineering	\$37,500	100%	\$0
Total:			\$50,000		

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

MAPS AND DRAWINGS

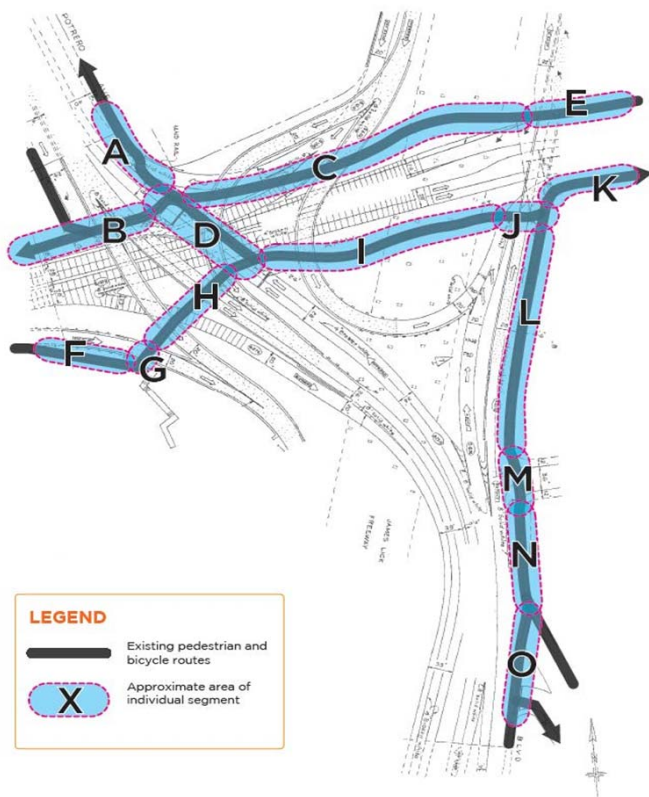
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

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

Overview: The Cesar Chavez/Bayshore/Potrero intersection area from the south

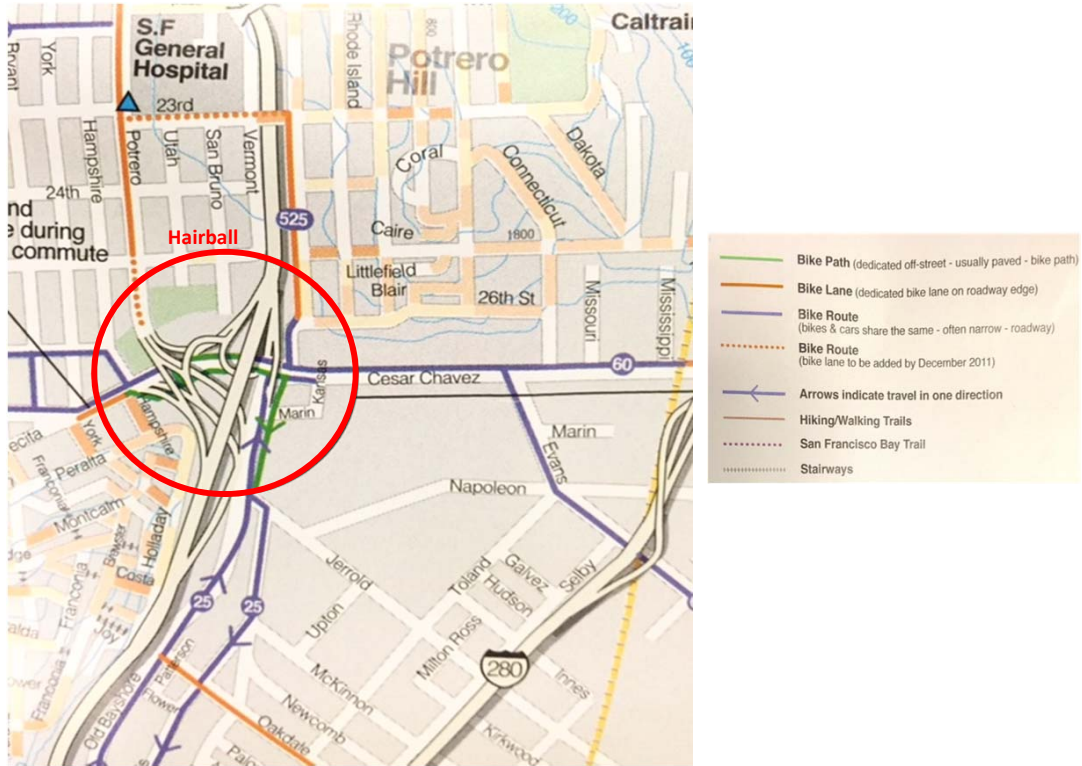


Map from the Cesar Chavez East Community Design Plan. Segments F and G are addressed by this proposal, along with areawide lighting concerns.



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

Hairball Bike Routes



Hairball Existing Conditions



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

FY of Allocation Action: 2014/15 **Current Prop K Request:** \$ 100,000
Current Prop AA Request: \$ -

Project Name: Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]

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): Thalia Leng

Joel C. Goldberg

Title: Transit Planner III

Manager,
Capital Procurement & Mgmt

Phone: 415.701.4762

(415) 701-4499

Fax: (415)701-5228

(415) 701-4734

Email: thalia.leng@sfmta.com

Joel.Goldberg@sfmta.com

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

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

Signature: _____

Date: _____

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

Updated April 17, 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	Allocated	\$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 April 17, 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 April 17, 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 April 17, 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] ⁶	ENV	Programmed	\$150,000					\$150,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] ⁶	ENV	Planned		\$50,000				\$50,000
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 ⁶	ANY	Programmed		\$386,000				\$386,000
SFMTA	Cesar Chavez/ Bayshore/Potrero Intersection Improvements [NTIP Capital] ⁶	DES	Pending	\$50,000					\$50,000
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 April 17, 2015

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
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	\$7,672,498
Total Allocated and Pending in 5YPP				\$1,863,024	\$0	\$0	\$0	\$1,863,024
Total Deobligated from Prior 5YPP Cycles				\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$1,109,000	\$2,047,091	\$927,431	\$1,097,848	\$5,809,474
Total Programmed in 2014 Strategic Plan				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$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

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 15-46, 03.24.2015).
- 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)
Programming and Allocations to Date**

Updated April 17, 2015

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

⁶ 5YPP amendment to fund Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] (Resolution 15-XX, MO.DA.YEAR).
 Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$150,000 in Fiscal Year 2014/15 and increased from \$0 to \$50,000 in FY 15/16.
 Project will not need these funds until FY 15/16.
 NTIP Placeholder: Reduced from \$436,000 to \$386,000 in Fiscal Year 2015/16.
 Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2014/15 for design.

**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: Gray cells will automatically be filled in.

Prop K Subcategory:

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

The District 2 NTIP Planning Project was developed in response to input from Supervisor Farrell's office and community concerns in District 2. Project deliverables and recommendations will respond to Supervisor and community concerns. The full scope of work begins on the next page.

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

Background and Purpose

The SFCTA requests \$100,000 in Prop K Neighborhood Transportation Improvement Program (NTIP) planning funds, which are proposed to be matched with \$25,000 in funds from Commissioner Farrell’s office, to engage the community, Supervisor Farrell’s Office, and other relevant stakeholders in a planning effort that evaluates potential options for managing access on the 1000 block of Lombard Street. This request includes \$10,000 for the San Francisco Municipal Transportation Agency (SFMTA) to support SFMTA’s involvement in the proposed study. The purpose of the effort is to identify and evaluate a range of options to manage visitor access and circulation on the “Crooked Street”, while maintaining the character of the street, managing vehicle and pedestrian congestion, avoiding spillover effects into adjacent streets, and other goals.

Tasks and Deliverables

The task items described below represent the basic outline of a planning study, undertaken by the SFCTA, requested by Commissioner Farrell, to address traffic and congestion issues along the 1000 Block of Lombard Street and in the surrounding neighborhood. This outline proposes a scope for a planning study, with an estimated cost (see attached budget) and timeline (see attached schedule) for the preparation of the study.

Task 1: Existing Conditions and Study Need

- Review prior data gathering efforts. Where appropriate, gather multimodal data, collision data, and community input in the study area to illustrate the safety and vehicular circulation issues. Assess any data gaps and consider additional data collection where necessary.
- Visit the site to experience firsthand the issues raised by the community.
- Summarize past studies and/or pilots to manage access to the “Crooked Street”
 - Copies of any past studies and/or pilots to be appended
- Undertake at least one (1) public community meeting to catalogue concerns and gather input on study purpose and goals, including the relative importance of various preliminary goals, and on draft metrics for evaluating alternatives against the goals.¹ ***Deliverable: summary notes from community meeting***
- Participate in at least one (1) Lombard Street working group meeting to engage with stakeholders from SFMTA (various divisions including traffic, transit, sustainable streets, enforcement/PCOs), SFPW, OEWD, SF Travel, and others. Additional individual or group stakeholder contact may be organized as needed. ***Deliverable: summary notes from stakeholder meeting***
- This scope assumes that the Supervisor’s office will provide contacts and introductions for appropriate community members or specific stakeholder groups (other than public sector stakeholders) for interview. Stakeholder group interviews may be facilitated via SFCTA staff and/or consultant attendance at existing community meetings.

¹ Potential work item for on-call consultant with oversight by staff

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

Task 2: Refine Study Purpose and Goals

- Refine study purpose, based on input from community and stakeholder meetings
 - Manage visitor access and circulation on Lombard Street to ensure a livable environment and safety for all users.
- Synthesize information from Section 1 to clarify goals in pursuit of the study purpose, based on input from community and stakeholder meetings
 - Preliminary goals include:
 - Managing or reducing pedestrian congestion
 - Ensure traffic safety
 - Maintaining livability and character of the “Crooked Street”
 - Preserving tourism
 - Implementing a financially self-sustaining solution
 - Avoiding or mitigating spillover impacts to neighboring streets/areas
- Identify evaluation metrics for alternatives reflecting the study purpose and goals, and the input from community and stakeholder meetings. ***Deliverable: final study purpose statement, final list of prioritized goals, evaluation metrics.***

Task 3: Alternatives Development

- Review case studies/best practices:
 - Potential case study sites may include Muir Woods, Charleston Historic District, Parc Guell, or other sensitive sites
- -
- Identify alternatives, including but not limited to:
 - Managed Access Alternative
 - Limited Access Alternative
 - Car Free Alternative
- Identify potential actions/solutions for each alternative²:
 - Design an Access Management Program
 - Estimated order-of-magnitude capital and operating costs and potential funding sources
 - Identify funding options to pay for program, particularly on-going O&M associated with PCOs or other services
 - Consider cost sharing with other visitor management programs, such as the Fisherman’s Wharf Ambassador Program

² May use on-call consultant hours to help develop scenarios for each Alternative

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

- Consider legislation, governance, administration, means of enforcement, surrounding neighborhood impacts, other challenges
-
- Undertake community and stakeholder outreach to present and gather feedback on Alternatives³
 - Conduct at least one (1) public outreach effort that will focus on sharing alternatives and gathering community feedback. ***Deliverable: summary notes from community meeting***
 - Participate in at least two (2) Lombard Street working group meeting, focusing on developing alternatives in concert with public stakeholders and others. ***Deliverable: summary notes from stakeholder meeting***

Task 4: Key Findings and Recommendations

- Evaluate alternatives against metrics, purpose, and goals developed in Task 2.
- Synthesize recommendations based on community and stakeholder input during the alternative development process
- Undertake community and stakeholder outreach to present and gather feedback on Alternatives⁴
 - Conduct at least one (1) public outreach effort that will focus on seeking community support for preferred alternative(s). ***Deliverable: summary notes from community meeting***
 - Participate in at least one (1) Lombard Street working group meeting, focusing on selecting preferred alternative(s). ***Deliverable: summary notes from stakeholder meeting***
- Identify implementation and next steps for the staff-recommended Alternative

Final Deliverables:

- Published final report (preceded by one draft version of the report)
- Presentation materials for CAC/Board/SFMTA Policy and Governance Committee meetings

³ Potential work item for on-call consultant with oversight by staff

⁴ Potential work item for on-call consultant with oversight by staff

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

FY 2014/15

Project Name: Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : N/A

**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.

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

Start Date	
Quarter	Fiscal Year
3	2014/15

End Date	
Quarter	Fiscal Year
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.

See attached detailed project schedule.



Study Timeline - Managing Access to the "Crooked Street"

Prepared in April 2015

Timeline for Planning Study	Estimated Date for Completion
Task 1: Existing Conditions and Study Need	
Gather and review existing data	May 2015
Identify additional data collection requirements & select on-call consultant to perform work	May 2015
Contract with on-call consultant to perform data collection	May / early June 2015
Participate in one (1) Lombard Street working group meeting	June/July 2015
Conduct one (1) public meeting	June/July 2015
Visualize data	August 2015
Prepare draft write-up	August 2015
Task 2: Study Purpose/Goals	
Refine study purpose and goals, based on input from Task 1	July 2015
Develop evaluation metrics	July 2015
Prepare draft write-up	July 2015
Task 3: Alternatives Development	
Info gather / research	Summer 2015
Review case studies / best practices	Summer 2015
Conduct informational interviews with up to four (4) select City staff members on Summer 2014 pilot closure	Summer 2015
Undertake community outreach at two (2) community meetings	Fall 2015
Participate in two (2) Lombard Street working group meeting	Fall 2015
Prepare draft write-up	October 2015
Task 4: Key Findings and Recommendations	
Evaluate alternatives against metrics, purpose, and goals developed in Task 2	October 2015
Synthesize recommendations and findings; evaluate alternatives against metrics	October 2015
Identify implementation and next steps	October 2015
Report Production	
Draft report presented to CAC and Board, SFMTA Board or Committee	November 2015
Final report presented to CAC and Board	December 2015

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

FY 2014/15

Project Name: Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$125,000	\$100,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$125,000	\$100,000	\$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	\$ 125,000	Similar previous efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 125,000	

% Complete of Design: 0 as of 4/15/15

Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET	
<p>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.</p> <p>2. Requests for project development should include preliminary estimates for later phases such as construction.</p> <p>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.</p> <p>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.</p> <p>5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.</p> <p>6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.</p>	

TOTAL BY AGENCY

SFCTA	\$ 115,000
SFMTA	\$ 10,000
TOTAL	\$ 125,000

Budget by Task

Task 1: Existing Conditions and Study Need	\$ 19,367
Task 2: Study Purpose/Goals	\$ 3,740
Task 3: Alternatives Development	\$ 19,870
Task 4: Key Findings and Recommendations	\$ 7,197
Report Production / Meetings	\$ 15,238
External Parties (consultants, legal review, outreach, etc.)	\$ 40,000
Contingency	\$ 20,000
TOTAL:	\$ 125,413
TOTAL, ROUNDED	\$ 125,000

See next page for detailed budget by task



Study Budget - Managing Access to the "Crooked Street"
Prepared in April 2015

	PPD		Staff Hours				Executive		Total
	Trans. Planner	Assistant DD	TD & A		Planning		Chief DD	Communications	
			Trans. Planner	Senior Planner	DD	DD			
	\$112.40	\$179.70	\$112.40	\$151.18	\$218.95	\$235.78	\$121.05	\$151.18	-
Task 1: Existing Conditions and Study Need									
Gather and review existing data, on site visits	9	3	4	3					\$2,454
Identify additional data collection requirements & select on-call consultant to perform work	6	2	2	2	1				\$1,780
Analyze and visualize data	15	4	6	4	1		14	2	\$5,900
Conduct informational interviews with up to four (4) City staffers	4								\$450
Conduct one (1) community meeting	16	4			1		4	4	\$3,825
Participate in one (1) Lombard Street working group meeting	4	2	1	2	2		2	2	\$2,206
Prepare draft write-up	18	2		1	1				\$2,753
Subtotal Task 1									\$19,367
Task 2: Study Purpose/Goals									
Refine study purpose and goals, based on input from Task 1	4	1			1			1	\$999
Develop evaluation metrics	8	2	1	1	1				\$1,741
Prepare draft write-up	3	1	1	1	1				\$999
Subtotal Task 2									\$3,740
Task 3: Alternatives Development									
Review case studies / best practices	14	1	1	1					\$2,017
Conduct additional research/develop alternatives	40	6	6	6	4				\$8,031
Undertake community outreach at one (1) community meeting	10	2			2		3	2	\$2,587
Participate in two (2) Lombard Street working group meetings	8	6			4				\$2,853
Prepare draft write-up	24	4	2	1	2			1	\$4,381
Subtotal Task 3									\$19,870
Task 4: Key Findings and Recommendations									
Evaluate alternatives against metrics, purpose, and goals developed in Task 2	4	2	2	2	1				\$1,555
Undertake community outreach at one (1) community meeting	10	2			2		3	2	\$2,587
Participate in one (1) Lombard Street working group meeting	4	3			2				\$1,427
Identify implementation and next steps	8	2		1	1				\$1,629
Subtotal Task 4									\$7,197
Report Production / Meetings									
Up to four (4) internal Deputy/ED updates	16	4			4			5	\$4,572
Up to two (2) interim briefings with Supervisor Farrell or staff	10	3			2				\$2,101
Up to two (2) rounds of edits to finalize report	16	4			3		16	4	\$6,187
Production of materials and attendance at CAC/Board/SFMTA meetings	6	3			3		1	1	\$2,378
Subtotal Report Production/Meetings									\$15,238
External Parties									
Legal Review (est. 10 - 20 hours)									\$5,000
On-Call Consultant (data collection, pricing systems, outreach support)									\$25,000
Active participation from SFMTA (est. 100 - 150 hours)									\$10,000
Subtotal External Parties									\$40,000
Contingency									\$20,000
TOTAL:	257	63	26	25	39	8	43	19	\$125,413
									Rounded: \$125,000
SFCTA Labor Totals: \$ 28,886.80 \$ 11,321.10 \$ 2,922.40 \$ 3,779.50 \$ 8,539.05 \$ 1,886.24 \$ 5,205.15 \$ 2,872.42 \$65,413									

*SFCTA assumes that Commissioner Farrell's office can provide contact information and/or introductions to select community members/stakeholder groups for interview. Interviews may be facilitated via presentations at specific stakeholder meetings.

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

FY 2014/15

Project Name: Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested:

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

Strategic Plan Amount for Requested FY:

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested:

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 Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2014/15 for the subject project in the Transportation/Land Use Coordination 5YPP.

The Prop K Strategic Plan amount is the amount programmed for the entire Transportation/Land Use Coordination category in Fiscal Year 2014/15 in the 2014 Strategic Plan.

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		\$100,000		\$100,000
District 2 funds/Genreal Fund	\$25,000			\$25,000
				\$0
				\$0
				\$0
				\$0
Total:	\$125,000	4/15/2015	\$0	\$125,000

Actual Prop K Leveraging - This Phase:

Expected Prop K Leveraging per Expenditure Plan: 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:

Expected Prop K Leveraging per Expenditure Plan:

Actual Prop AA Leveraging - Entire Project:

--

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: \$100,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2014/15	\$50,000	50.00%	\$50,000
FY 2015/16	\$50,000	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$100,000		

Prop AA Funds Requested: \$0

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
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:

	Amount	Phase:
Funding Recommended: Prop K Appropriation	\$90,000	Planning/Conceptual Engineering
Prop AA Allocation	\$10,000	Planning/Conceptual Engineering
Total:	\$100,000	

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

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

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2014/15	\$50,000	50.00%	\$50,000
Prop K EP 44	FY 2015/16	\$50,000	50.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$100,000	100%	

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

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2014/15	Planning/Conceptual Engineering	\$50,000	50%	\$50,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$50,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$100,000		

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:

Deliverables:

- Quarterly progress reports submitted by the SFCTA shall contain a percent complete by task, percent complete for the overall project scope, summary of outreach activities and community/stakeholder input (e.g., summary of meetings, rides, walks), in addition to the requirements described in the Standard Grant Agreement (SGA). Quarterly progress reports submitted by the SFMTA shall describe work completed by task that past quarter in addition to the
- Following Board adoption (anticipated December 2015), submit final report.

Special Conditions:

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- Prior to Board adoption, (anticipated December 2015), SFCTA will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee (or committee of requestor).

Notes:

-

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	80.00%
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 44	FY 2014/15	Planning/Conceptual Engineering	\$45,000	50%	\$45,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$45,000	100%	\$0
Total:			\$90,000		

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 44	FY 2014/15	Planning/Conceptual Engineering	\$5,000	50%	\$5,000
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$5,000	100%	\$0
Total:			\$10,000		

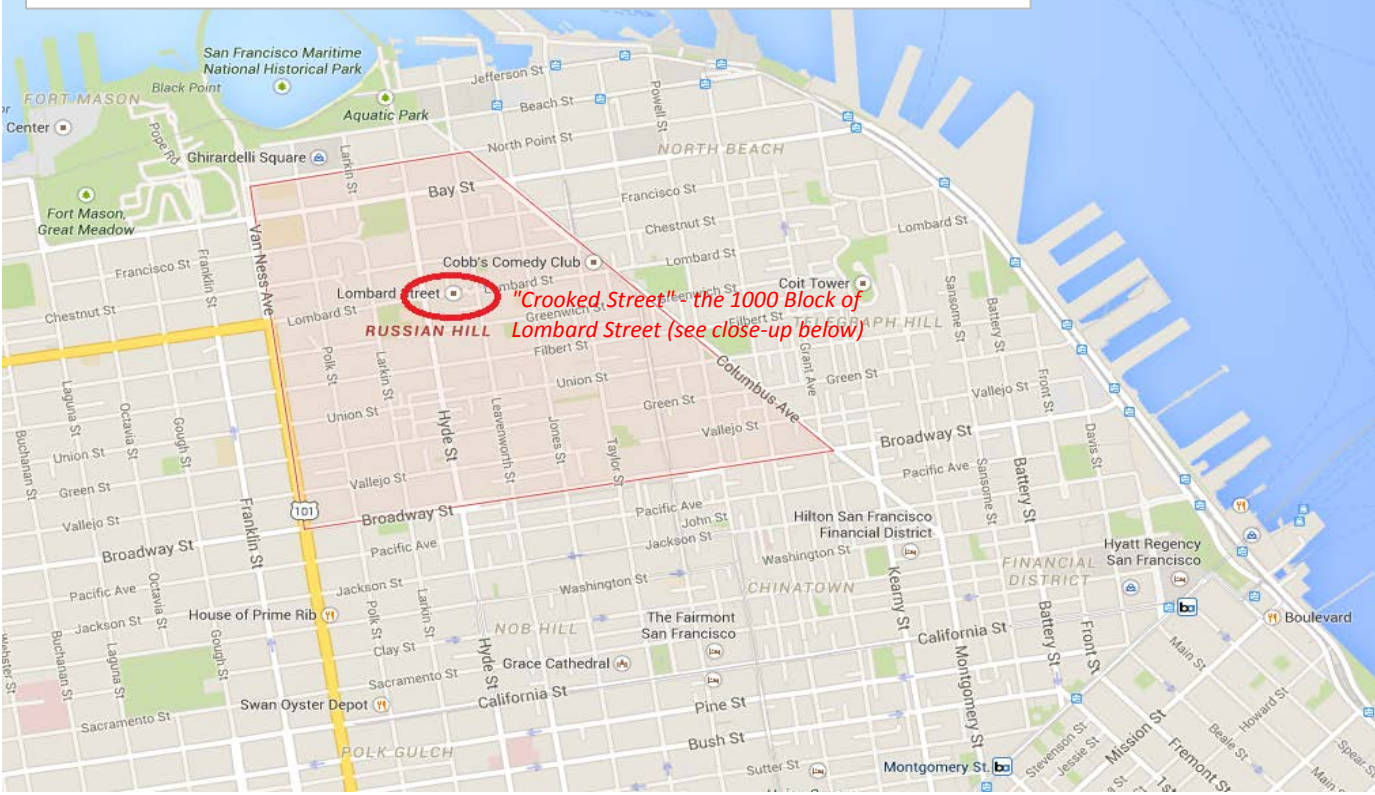
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS

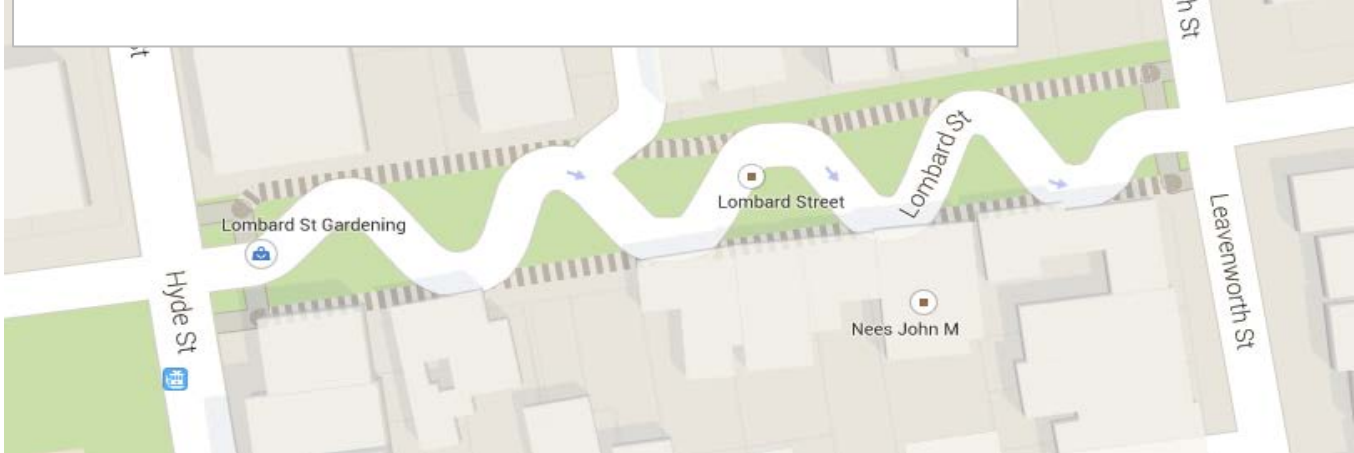
Insert or attach files of maps, drawings, photos of current conditions, photo compositions, etc. to support understanding of the project scope and evaluation of how geographic diversity was considered in the project prioritization process.

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

Study Area - The Crooked Street in the Russian Hill Neighborhood



The Crooked Street - 1000 Block of Lombard Street between Leavenworth



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

FY of Allocation Action: 2014/15 **Current Prop K Request:** \$ 100,000
Current Prop AA Request: \$ -

Project Name: Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

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): Vanessa Lauf

Anna LaForte

Title: Transportation Planner

Deputy Director for Policy & Programming

Phone: 415-522-4824

415-522-4805

Fax: _____

Email: vanessa.lauf@sfcta.org

anna.laforte@sfcta.org

Address: 1455 Market Street, SF 95103

1455 Market Street, SF 95103

Signature: _____

Date: 04/14/15




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Memorandum

Date: 04.17.2015 **RE:** Citizens Advisory Committee
April 22, 2015

To: Citizens Advisory Committee

From: Lee Saage – Deputy Director for Capital Projects 

Subject: **INFORMATION** – Major Capital Projects Update – Presidio Parkway

Summary

The Presidio Parkway project, one of the signature Prop K sales tax projects, is approaching substantial completion of the construction phase this fall. The Presidio Parkway, replaces the Doyle Drive elevated freeway that provided access to the Golden Gate Bridge through the Presidio of San Francisco. The Transportation Authority served as co-lead agency in partnership with the California Department of Transportation (Caltrans) to complete the environmental document in 2008, perform design, negotiate right of way and oversee contracting and construction beginning in 2009. Removal of Doyle Drive and Phase I construction were completed in 2012. Construction is approximately 75% complete for Phase II, the phase of the project being delivered as a public-private partnership. Project costs through completion of construction are budgeted at \$857 million of which the Transportation Authority Board has programmed over \$203 million, including \$66 million in sales tax funds. While Phase II has made good construction progress with substantial completion scheduled for September 2015, the Phase II contractor, Golden Link Concessionaire, has faced challenges in working in harmony with the Presidio Trust. We are continuing to monitor the contractor's performance and are working aggressively with Caltrans to both advance construction and see that Golden Link Concessionaire meets the required program goals. **This is an information item.**

BACKGROUND

The San Francisco County Transportation Authority serves as co-lead agency in partnership with the California Department of Transportation (Caltrans) for delivery of the Presidio Parkway, the Doyle Drive replacement project, a signature project in the Prop K Expenditure Plan. The Transportation Authority led preparation of the environmental impact statement and report completed in 2008 and co-lead the integrated design team that produced construction drawings for the first phase of the project in 2009. The Transportation Authority also advocated consideration of a public-private partnership (P3) to deliver the project in order to better allocate project risks and to achieve better cost and schedule certainty. At completion of construction, costs for the two-phase project whose second phase is being done as a P3 are budgeted at \$857 million. The Transportation Authority Board has programmed over \$203 million to the project from federal and state funding sources and Prop K sales tax.

Phased construction of the parkway has allowed seismic safety to be achieved sooner by switching traffic from the old Doyle Drive onto the completed Phase I structures. Phase I included a replacement bridge on Highway 1 north of the MacArthur Tunnel and the new southbound Presidio Viaduct. Phase I also included the first of four short tunnels and a temporary bypass and delivered using traditional design-bid-build contracting.

In April 2012, seismic safety was achieved with completion of Phase I following a 57-hour weekend closure of Doyle Drive. During this closure traffic was shifted off the old roadway and onto the newly completed permanent southbound structures and temporary bypass road.

With traffic off the old roadway, Phase II construction began in 2013 to complete the remaining elements of the Presidio Parkway, including the Northbound Presidio Viaduct and Battery Tunnel, the Main Post Tunnels and the new Girard Road Interchange providing a direct connection to the Presidio. The Phase II public-private partnership is the first project in California to operate under this financial model under authority created in 2009. The selected bidder, Golden Link Concessionaire (GLC), has responsibility to design, build and finance, operate and maintain the facility over a 30-year concession period. The P3 method of delivery is expected to reduce costs, has freed state funding for other uses, transferred design and construction risks to the private developer, and is expected to ensure a high maintenance standard during the 30 year contract. Phase II will continue through 2016.

DISCUSSION

The purpose of this memorandum is to update the Citizens Advisory Committee on the status of the Presidio Parkway project.

Budget: Table 1 presents the budget for Phase I and Phase II activities through completion of construction. Phase I budget amounts were disbursed on a pay-as-you-go basis under that phase's traditional design-bid-build contracting strategy. Under the Phase II P3, however, public sector sponsors make no payments until

	Phase I	Phase II P3
Environmental	27,800,000	-
Development and Design	51,900,000	-
Right of Way	83,800,000	-
Transaction and Oversight	57,200,000	37,500,000
Construction	281,500,000	-
Construction Completion Milestone	-	185,400,000
TIFIA Tranche A Loan Repayment	-	91,000,000
Reserve	(5,900,000)	46,500,000
TOTAL	496,300,000	360,400,000

Source: FHWA Financial Plan Annual 2014 Update, Table 15

Source	Phase I	Phase II
Federal Earmarks and Discretionary Grants	70,800,000	5,900,000
American Recovery & Reinvestment Act	85,800,000	46,000,000
State Highway Operations & Preservation	198,000,000	72,200,000
Traffic Congestion Relief Program	15,000,000	-
Prop K Sales Tax	29,600,000	36,000,000
Regional Improvement Program (SFCTA)	17,100,000	67,000,000
State Local Partnership Program	-	19,400,000
MTC Bridge Tolls	80,000,000	-
MTC STP/CMAQ	-	34,000,000
GGBHTD ¹	-	75,000,000
Transportation Authority of Marin	-	4,000,000
Sonoma County Transportation Authority	-	1,000,000
TOTAL	496,300,000	360,500,000

Source: FHWA Financial Plan Annual 2014 Update, Table 22

construction is substantially complete. Upon completion, sponsors make two payments as shown in Table 1: a construction completion milestone payment and a second milestone payment to allow the contractor to repay Tranche A of its two-tranche federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

Funding: As is common for large capital projects, a host of sources provides funding for Presidio Parkway as shown in Table 2. All funds have been fully committed and programmed. Funds for the Phase II P3 will be used to make a \$185 million milestone payment to the

contractor upon completion of construction and an additional payment of \$91 million to defray Tranche A of the federal TIFIA loan. Annual availability payments in an initial amount not to exceed \$22.1 million will also be made that include repayment of Tranche B of the TIFIA loan as well as operations and maintenance of the facility over the 30-year concession period. Funding for the availability payments is shown in Table 3. After the first year's payment, the amount of the annual

¹ Golden Gate Bridge, Highway and Transportation District

² Total amount paid to firms that qualified as either DBE or SBE.

availability payment dedicated to operations and maintenance expenses can be adjusted based upon changes in the consumer price index. A detailed funding plan is included as Attachment 1.

Source	Available	Planned
State Highway Account (Federal Trust Fund)	1,030,100,000	616,500,000
State Highway Account (State Transportation Fund)	100,000,000	100,000,000
TOTAL	1,130,100,000	716,500,000

Source: Presidio Parkway Financial Plan Annual 2014 Update, Table 31

Schedule: Phase I construction was substantially complete in April 2012. Phase II design and construction were delayed by a lawsuit filed by the Professional Engineers in California Government in January 2011

objecting to the P3 form of project delivery for Presidio Parkway. Caltrans and the Transportation Authority prevailed at Superior Court, Court of Appeals and the California Supreme Court eventually leading to a successful P3 financial close in June 2012.

Activities	2012				2013				2014				2015				2016			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Phase I Construction	█	█																		
2. Phase II Design																				
3. Operations																				
4. Phase II Construction																				
5. Landscape																				
6. Final Acceptance																				

GLC has faced difficulties in working effectively with the federal landowner, the Presidio Trust (Trust), and has been challenged in dealing with the Trust’s permit conditions and with Trust reviews of management and construction plans. GLC has also been challenged in obtaining and meeting conditions of a number of permits required by the Trust. Despite these challenges, the contractor still projects achieving substantial completion at its target of September 2015. Final landscape work is expected to continue into 2016.

Status: Overall, the Presidio Parkway project is 90% complete with Phase II construction approximately 75% complete. Major current work includes completion of the main post tunnels and preparation for opening the new facility to traffic over a four-day weekend beginning May 28, 2015. The Golden Gate Bridge and Highway 1 will remain open but major delays are expected and we are encouraging the public to either avoid the area or make use of transit.

DBE/SBE and Workforce Program: The four contracts that comprised Phase I included Disadvantaged Business Enterprise (DBE) goals that ranged from 2.9% to 5.0% and Small Business Enterprise (SBE) goals of 25%. As a newer form of project contracting, the Phase II P3 process presented an opportunity for the Transportation Authority to innovate in promoting opportunities for small and disadvantaged businesses as well as in creating a project Workforce Development Plan. While the P3 agreement identified goals, it also tasked the contractor to develop its own Underutilized Disadvantaged Business Enterprise (UDBE) Program as well as its own Workforce Development Program. Under federal rules in effect at the time of contracting, a UDBE means a firm that meets the definition of a DBE and is a member of one of the following groups: Black Americans, Native Americans, Asian-Pacific Americans, or Women. The SBE goals for Phases I and II are aspirational in that federal contracting rules did not permit mandatory goals for small businesses not also designated as UDBE.

The UDBE goal for Phase II is 5.0% and the aspirational small business enterprise (SBE) goal is 25%. To date, GLC has engaged a total of 36 UDBE and 109 SBE firms. As shown in Table 3, GLC is close to meeting its DBE goal but is well short of its SBE goal.

Table 3 – DBE/SBE Program					
Contract	Goal		Actual		Paid²
	DBE	SBE	DBE	SBE	
1. Environmental Services	NA	25%	NA	63.8%	\$3,653,444
2. Utility Relocation	NA	25%	NA	33.8%	\$7,703,020
3. Viaduct & Interchange	2.9%	25%	3.1%	5.4%	\$5,209,520
4. Southbound Tunnel	5.0%	25%	10.3%	13.2%	\$16,975,520
5. Phase II P3 ³	5.0%	25%	3.9%	11.6%	\$25,682,373
TOTAL TO DATE					\$59,223,877
<i>Sources: Pendergast Consulting, Kiewit/Flatiron UDBE/SBE Report Q12015</i>					

The Transportation Authority, the City's Office of Economic and Workforce Development and GLC have entered into agreements that call for GLC to offer 50% of project job openings to CityBuild through First Source. To date, GLC, through its design-build subcontractor Flatiron-Kiewit Joint Venture, is exceeding the 50% new-hire openings goal.

Through March 2015, GLC has requested a total of 382 new staff through CityBuild and actually hired 369. Of these 306 were local Bay area residents of whom 136 were from San Francisco.

Challenges: To date, Caltrans has approved contract change orders totaling \$12,015,000 and has increased the budget for support costs by \$12,000,000. GLC, Caltrans and the Transportation Authority are working to resolve other notices of potential claim (NOPC) and this could lead to additional project costs.

The Presidio Trust initiated the New Presidio Parklands Project (NP³) in March 2014 take advantage of reuse opportunities created by the new main post tunnels constructed as part of the Presidio Parkway. NP³ includes new landscaping for some 13 acres atop the tunnels and a new programming around a new Presidio Visitor Center. In an attempt to minimize duplication of landscape work, Caltrans and the Trust are pursuing an agreement whereby the Trust would assume responsibility for completing some landscaping work now included within the P3 agreement. Differing landscape specifications and the presence of federal funding make this effort more complicated than it should be and success is not guaranteed. Should no agreement be reached, GLC will complete landscaping per the P3 agreement.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachment:

1. Funding Plan

² Total amount paid to firms that qualified as either DBE or SBE.

³ Reported data represent payments through December 31, 2014.

**Attachment 1:
Presidio Parkway Funding Plan
Updated April 2015**

Source ³	Type	Status	Project Phases ^{1,2}				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
ARRA-SHOPP	Federal	Allocated	\$0	\$0	\$0	\$85,781,000	\$85,781,000	\$85,781,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
ARRA-TIGER	Federal	Allocated	\$0	\$0	\$0	\$46,000,000	\$46,000,000	\$46,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
HPP	Federal	Allocated	\$5,700,000	\$4,275,000	\$2,622,000	\$0	\$12,597,000	\$12,597,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
PLH	Federal	Allocated	\$7,200,000	\$1,904,000	\$3,961,000	\$3,704,000	\$16,769,000	\$16,769,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
STP/CMAQ ⁴	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$34,000,000
		Programmed	\$0	\$0	\$0	\$34,000,000	\$34,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
UPP	Federal	Allocated	\$0	\$20,000,000	\$27,300,000	\$0	\$47,300,000	\$47,300,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Marin	State	Allocated	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$4,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF	State	Allocated	\$0	\$6,374,000	\$10,492,000	\$67,235,000	\$84,101,000	\$84,101,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Sonoma	State	Allocated	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHA ⁵	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$735,710,000
		Programmed	\$0	\$0	\$0	\$735,710,000	\$735,710,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHOPP	State	Allocated	\$0	\$20,240,000	\$33,400,000	\$216,550,000	\$270,190,000	\$270,190,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SLPP	State	Allocated	\$0	\$0	\$0	\$19,366,000	\$19,366,000	\$19,366,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
TCRP	State	Allocated	\$9,000,000	\$4,700,000	\$0	\$1,300,000	\$15,000,000	\$15,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
BATA	Local	Allocated	\$0	\$0	\$0	\$80,000,000	\$80,000,000	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
GGHTBD	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$75,000,000
		Programmed	\$0	\$0	\$0	\$75,000,000	\$75,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$5,873,000	\$3,004,000	\$6,000,000	\$32,567,000	\$47,444,000	\$65,561,000
		Programmed	\$0	\$0	\$0	\$18,117,000	\$18,117,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Totals		Allocated	\$27,773,000	\$60,497,000	\$83,775,000	\$557,503,000	\$729,548,000	\$1,592,375,000
		Programmed	\$0	\$0	\$0	\$862,827,000	\$862,827,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
			\$27,773,000	\$60,497,000	\$83,775,000	\$1,420,330,000	\$1,592,375,000	

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.

² Construction of the parkway has been divided into two phases. The first phase is being delivered using a traditional design-bid-build contracting. The second phase is being delivered as a public-private partnership (P3).

³ Acronyms used for funding sources include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, CMAQ - Congestion Mitigation and Air Quality, GGHTBD - Golden Gate Bridge, Highway, and Transit District, HPP - High Priority Project, PLH - Public Land Highway, RIP - Regional Transportation Improvement Program, SHOPP - State Highway Operation and Protection Program, SHA - State Highway Account, SLPP - State and Local Partnership Program, STP - Surface Transportation Program, TCRP - Traffic Congestion Relief Program, TIGER - Transportation Investment Generating Economic Recovery, and UPP - Urban Partnership Program.

⁴ In order to meet the cash needs for the project, the Metropolitan Transportation Commission has advanced \$34 million in STP/CMAQ funds to be repaid with San Francisco's future local-share RIP funds. Repayment of this advance (i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice) is the second priority for SF's RIP funds after fulfilling the Central Subway's remaining RIP commitment of \$75.5 million.

⁵ Senate Bill 870 (2010) provided a continuous appropriation of funds for Presidio Parkway availability payments. Availability payments include \$19.2 million for operations and maintenance costs for the new facility for a 30-year period.



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Memorandum

Date: 04.17.15 **RE:** Citizens Advisory Committee
April 22, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for Authorizing the Executive Director to: Replace the Transportation Authority’s Commercial Paper Program with a Revolving Credit Agreement (Revolver); Enter into an up-to-\$140 Million Revolver with State Street Public Lending Corporation; Enter into an Alternate Credit Facility if Negotiations with State Street are Not Successful; Amend or Enter into the Associated Legal Documents; Take All Necessary Related Actions; and Negotiate the Agreement Payment Terms and Non-Material Agreement Terms and Conditions

Summary

The Transportation Authority has established a commercial paper (CP) program under which it can issue up to \$200,000,000 of CP Notes (Limited Tax Bonds), Series A and B (Notes) provided that a supporting letter of credit (LOC) is in effect. The Notes are currently supported by a direct-pay LOC issued by Wells Fargo Bank, which supports up to \$200,000,000 of Notes and which will expire on July 10, 2015. In 2004, the Transportation Authority issued \$150,000,000 aggregate principal amount of Notes, which it has continued to roll since that time. During June 2014, the Transportation Authority paid down \$15,000,000 of Notes, and \$135,000,000 of Notes are currently outstanding. We plan to pay down up to an additional \$20,000,000 of Notes in Summer 2015. The Notes are issued to provide a flexible source of financing for the voter-approved Proposition K Expenditure Plan, and provided a low cost of funding relative to other financing. On March 19, 2015, we issued a Request for Proposals (RFP) for the Transportation Authority’s existing tax-exempt CP program or for alternate financing structures to replace the CP program. We received qualifying proposals from six financial institutions in response to the RFP. The review panel, consisting of Transportation Authority staff, evaluated the proposals based on the criteria identified in the RFP, with an emphasis on proposers’ fees, resulting cost of funds, length of agreement, their credit ratings and various terms. Based on this competitive selection process, the review panel recommends replacing the current CP program with a revolving credit agreement (Revolver) with State Street Public Lending Corporation (State Street) once all agreement terms and conditions are fully negotiated. We anticipate the terms and conditions of agreements to be finalized by early June 2015 and the costs of the CP Program will be reduced from approximately \$1,100,000 per year currently to approximately \$600,000 to \$700,000 per year going forward. Based on the final negotiated terms and conditions, it may be necessary to amend certain legal documents associated with the Revolver or the Notes outstanding. **We are seeking a motion of support for authorizing the Executive Director to: replace the Transportation Authority’s CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions.**

BACKGROUND

In 2004, the Transportation Authority issued \$150,000,000 aggregate principal amount of commercial paper (CP) notes (Limited Tax Bonds), Series A and B (the Notes). During June 2014, the Transportation Authority paid down \$15,000,000 of Notes. The Transportation Authority currently has outstanding \$135,000,000 aggregate principal amount of Notes and plans to retire up to an additional \$20,000,000 of Notes in Summer 2015. The Notes are secured by the transactions and use tax (Proposition K sales tax) administered by the Transportation Authority. The Notes are issued to provide

a flexible source of financing for the voter-approved Proposition K Expenditure Plan. The Transportation Authority's \$135,000,000 of Notes has been in place since 2004 and has provided a low cost of funding relative to other financing alternatives. The Notes are secured by a letter of credit (LOC) issued by Wells Fargo Bank, which will expire on July 10, 2015. The Transportation Authority needs to either replace the Wells Fargo LOC or otherwise provide replacement financing by the time the Wells Fargo LOC expires, or the interest rates on the Notes are likely to increase significantly.

DISCUSSION

The purpose of this memorandum is to seeking a motion of support for the Transportation Authority to terminate its CP Program and enter into a revolving credit agreement (Revolver) with State Street Public Lending Corporation (State Street), instead of replacing the Wells Fargo LOC.

On March 19, 2015, we issued a Request for Proposals (RFP) to various banks to provide credit/liquidity facilities for the Transportation Authority's existing tax-exempt CP program and/or to provide alternate financing structures to replace the current CP program. We advertised the RFP in The Bond Buyer, the San Francisco Chronicle, and the San Francisco Examiner.

By the due date of April 7, 2015, we received proposals from six financial institutions in response to the RFP. All the proposals were from United States or Japanese banks. The proposals included Revolvers and Extendable CP (ECP) as alternate new financing structures and LOCs and Standby Bond Purchase Agreements (SBPAs) as credit facilities to support the existing CP Program. Each bank offered the Transportation Authority a one-year to five-year commitment, terms and fees. All new proposals result in all-in costs of debt below the amount the Transportation Authority is currently paying on the Notes; please see Table 1.

Facility Type Analysis. Traditional CP or Notes are a form of variable rate financing, which mature and become due every 270 days or less. The credit facility is provided by a commercial bank and there are two basic forms: (1) a direct-pay LOC or (2) a SBPA (sometimes called a liquidity facility). If the CP notes are not remarketed, then the commercial bank (not the remarketing agent) pays the maturing CP Notes through the LOC or SBPA. The primary difference between the LOC and SBPA is that the LOC provides liquidity in the event of a failed roll as well as a guarantee of principal and interest payments by the issuer while a SPBA provides only liquidity support in the event of a failed roll.

A tax-exempt Revolver and ECP notes are both alternative variable rate financing methods to traditional CP notes. A tax-exempt Revolver is a loan directly from a commercial bank. ECP is different from traditional CP notes in that there is no LOC or SBPA to provide liquidity support in the event of a failed roll. Instead, in the event of a failed CP roll, the Transportation Authority would be required to pay the Notes off in a very short period of time (120 days or less). While this structure eliminates the need for an LOC or SBPA, the Transportation Authority would face a higher risk in the event of a failed roll. Moreover, the ECP market is very small when compared to traditional CP notes. Thus, we are not considering ECP.

Table 1.

Bank	Estimated All-in Cost of Debt in Basis Points ¹ (3-year term)	Type of Facility in the Amount of \$140,000,000	Credit Ratings (Moody's/Standard & Poor's/Fitch)	Credit Worthiness ²
<i>Current: Wells Fargo Bank (Expires July 10, 2015)</i>	70	LOC	AA3/AA+/AA-	Very Strong
Mizuho Bank	48.4	LOC	A1/A+/A	Strong
Mitsubishi UFJ Financial Group / Bank of Tokyo	51.4	LOC	A1/A+/A	Strong
State Street Bank and Trust Company	53.9	LOC ³	AA3(neg)/AA-/AA-	Very Strong
State Street Public Lending Corp.	40.3	Revolver	AA3(neg)/AA-/AA-	N/A ⁴
Sumitomo Mitsui Banking Corp.	48.4	LOC	A1/A+/A	Strong
Wells Fargo Bank	44.6	Revolver (Only \$75 Million Capacity)	AA3/AA-/AA-	N/A ⁴

Note: Morgan Stanley is not included in Table 1 because we are not considering ECP.

The review panel consisting of Transportation Authority staff, evaluated the proposals based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers' fees, resulting cost of funds, length of agreement, their credit ratings and various terms. Based on this competitive selection process and due to the need to address the expiring Wells Fargo LOC, with concurrence from KNN Public Finance and Nixon Peabody LLP (the Transportation Authority's financial advisors and bond counsel, respectively), the review panel recommends replacing the current CP program with a Revolver from State Street. State Street has provided SBPA support for the San Francisco Public Utilities Commission and LOCs for the City and County of San Francisco, the San Francisco Municipal Transportation Agency, San Francisco Airport, and the Moscone Center. In addition, the review panel recommends that, as a contingency if negotiations reach an impasse with State Street, then the Executive Director should be authorized to secure an alternate credit facility from one or more of the other proposers. This approach is deemed to be the best advantage of the Transportation Authority once all agreement terms and conditions are fully negotiated. We anticipate the terms and conditions of the credit agreement to be finalized by June 2015 and the Revolver or new credit facility to be in place prior to the expiration of the current Wells Fargo LOC on July 10, 2015.

¹ Estimated All-In Cost of Debt is based on the RFP proposal responses and estimated interest rates based on three-year historical averages. All-In Cost of Debt changes with changing interest rates, market conditions and credit.

² **Very strong:** Double "A" ratings; capacity to meet its financial commitments; it differs from the highest rated obligors only in small degree. **Strong:** Single "A" ratings; capacity to meet its financial commitments but is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligors in higher-rated categories.

³ Liquidity facilities or Standby Purchase Agreements were not considered due to certain legal and structure considerations.

⁴ For Revolvers, interest rates are not dependent on the bank's credit. Interest rates are set by an index plus a spread.

Taking into account fees and terms proposed, trading differentials between banks, and the relative risks of the different alternatives presented, it was determined by the review panel that the State Street Revolver is the most advantageous and cost effective to the Transportation Authority. It is important to note that SBPAs were eliminated from consideration due to certain legal and structure considerations, and extendable CP was also eliminated from consideration due to the complexity of day-to-day management, a short time to remedy any failed remarketing and a limited market presence. It was further determined that State Street Revolver would be more advantageous to the Transportation Authority than the LOC currently in place. With a Revolver the Transportation Authority will be entering into a loan agreement directly with the bank, eliminating the need to regularly re-issue the Notes, which will reduce costs, complexity, administrative burden and bank credit downgrade risk.

Attached is the RFP response containing the term sheet for the State Street Revolver (Attachment 1); information deemed proprietary and/or a trade secret for a financial institution has been redacted per Government Code Section 6254. Based on current rates proposed and assuming a three-year agreement, the total cost is estimated to be \$1,800,000 over a three-year period, yielding an estimated savings of \$1,500,000 over the current Wells Fargo LOC.

ALTERNATIVES

1. Adopt a motion of support for authorizing the Executive Director to: replace the Transportation Authority's CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions, as requested.
2. Adopt a motion of support for authorizing the Executive Director to: replace the Transportation Authority's CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

The proposed Fiscal Year 2015/16 Budget already assumes fees for the line of credit. At current fees and interest rates the all-in cost of the CP Program is approximately \$1,100,000 per year. We anticipate the terms and conditions of the agreement to be finalized by July 10, 2015 will result in an all-in cost per year of approximately \$600,000 to \$700,000 for a savings of \$400,000 to \$500,000 per year.

RECOMMENDATION

Adopt a motion of support for authorizing the Executive Director to: replace the Transportation Authority's CP Program with the Revolver; enter into an up-to-\$140 million Revolver with State Street; enter into an alternate credit facility if negotiations with State Street are not successful; amend or enter into the associated legal documents; take all necessary related actions; and negotiate the agreement payment terms and non-material agreement terms and conditions.

Attachment:

1. State Street RFP Response – Term Sheet Included



STATE STREET

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Proposal to Provide a Revolving Credit Agreement

INDICATIVE TERMS AND CONDITIONS

April 7, 2015

BORROWER:	San Francisco County Transportation Authority (the "Borrower" or the "Authority").		
LENDER:	State Street Public Lending Corporation ("State Street" or the "Lender").		
DEBT ISSUE:	Tax-Exempt Revolving Credit Agreement pursuant to which the Lender will make tax-exempt Loans to the Borrower in substitution for the Authority's Commercial Paper Notes Program (the "CP" or the "Notes").		
SECURITY:	The Loans and the other obligations owed to the Lender under the Facility are secured by Sales Tax Revenues to be received from the collection of a one-half of one percent (1/2%) retail transactions and use tax imposed in the City.		
FACILITY:	Revolving Credit Agreement between the Borrower and the Lender (the "RCA" or the "Facility") providing interim financing on a tax-exempt basis.		
BANK RATINGS:	Moody's	S&P	Fitch
	Aa3 / P-1	AA- / A-1+	AA- / F1+
	Review for Downgrade	Stable Outlook	Stable Outlook
	Refer to Appendix A for historical Bank ratings since January 1, 2012.		
EXPERIENCE:	See Appendix B for a list of state and local governments to which State Street has provided liquidity support, credit enhancement or direct credit in excess of \$50 million since January 1, 2010.		
COMMITMENT AMOUNT:	Up to \$140,000,000 of principal.		

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FORM OF BANK NOTE:	The obligations owed to the Lender shall be evidenced and secured by a Bank Note issued to by the Borrower to the Lender in a single, physical form registered to the Lender and physically delivered to the Lender at closing. While held by the Lender, the Bank Note shall not be rated by any rating agency, shall not be DTC eligible and shall not be held at DTC, shall not be assigned a CUSIP number and shall not be marketed pursuant to any official statement or other disclosure documentation.
TAX TREATMENT:	Interest on the Loans and the Bank Note shall be excludable from gross income for federal and state income tax purposes. The Borrower shall take all steps necessary to maintain such tax exempt status for such interest. The Lender shall be provided an opinion of tax counsel satisfactory to the Lender which concludes that all interest on the Loans and the Bank Note is excludable from gross income for federal and state income tax purposes.
FACILITY DOCUMENTS:	The Lender will make loans to the Borrower (the "Revolving Loans" and together with the hereinafter defined Term Loans are collectively referred to herein as the "Loans") in accordance with and subject to the provisions of the RCA. Documentation will include the RCA and such other documents, instruments, certificates, and agreements executed and/or delivered by the Borrower in connection with the Facility as reasonably determined by the Lender (collectively, the "Facility Documents"). The definitive Facility Documents will contain the terms and conditions set forth in this proposal as well as provisions that are usual and customary for transactions of this nature with respect to conditions precedent to Loans and closing, representations and warranties, indemnification, covenants, events of default, and remedies.
REVOLVING LOANS:	The Borrower may draw-down Loans under the Facility, each in a minimum denomination of \$1,000,000 and integral multiples of \$250,000 in excess thereof. Revolving Loans repaid may be borrowed again prior to the Maturity Date or termination date of the RCA.
MAXIMUM AMOUNT	The Borrower must limit the amount of drawn-down Loans under the

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OF LOANS: Facility to no more than 6 draws outstanding at one time with a limit of 2 draws per calendar month.

INTEREST RATES AND REPAYMENT PROVISIONS:

INTEREST RATE: Prior to the Maturity Date (defined below), the Revolving Loans and the Bank Note shall bear interest at a tax-exempt per annum rate of interest equal to the sum of (i) 70% of 1-month LIBOR plus (ii) the Applicable Spread set forth below, based upon the tenor of the Facility selected by the Borrower at closing (collectively, the "Interest Rate"), subject to adjustment as provided below.

The Revolving Loans and the Bank Note shall bear interest at the Interest Rate prior to the Maturity Date, so long as no Event of Taxability or Event of Default exists.

Tenor	Applicable Spread
2 Years	
3 Years	
5 Years	

COMMITMENT FEE: The undrawn portion of the Facility will be charged a Commitment Fee based upon the tenor of the Facility selected by the Borrower at closing, subject to adjustment as provided below.

Tenor	Commitment Fee
2 Years	
3 Years	
5 Years	

INCREASE IN APPLICABLE SPREAD/ COMMITMENT FEE: The lowest issuer credit rating assigned to the Borrower will determine the Applicable Spread. An Applicable Spread and Commitment Fee adjustment shall become effective on the date a rating action is announced by the applicable rating agency. In the event of the adoption of any new or changed rating system, each of the ratings referred to above shall be deemed to refer to the rating category under the new

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rating system which most closely approximates the applicable rating category as currently in effect.

The Applicable Spread and Commitment Fee shall be adjusted according to the schedules below for any rating downgrade as well as for any rating suspension, withdrawal, or cancellation (“WD/NR”):

Applicable Spread Schedule

Rating Level	2-Years	3-Years	5-Years
Aa2/AA or above			
Aa3/AA-			
A1/A+			
A2/A			
A3/A-			
Baa1/BBB+			
Baa2/BBB			
Below Baa2/BBB*			
WD/NR*			

*Note: Event of Default fee adjustment applies.

Commitment Fee Schedule

Rating Level	2-Years	3-Years	5-Years
Aa2/AA or above			
Aa3/AA-			
A1/A+			
A2/A			
A3/A-			
Baa1/BBB+			
Baa2/BBB			
Below Baa2/BBB*			
WD/NR*			

*Note: Event of Default fee adjustment applies.

Event of Default Fee Adjustment: If one or more of the Borrower’s issuer credit ratings are withdrawn or suspended, or any issuer credit ratings shall fall below “Baa3/BBB-”, or upon the occurrence of an Event of Default under the RCA, the

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Revolving Loans and the Bank Note shall bear interest at the Default Rate and the Commitment Fee payable shall automatically and without notice to the Borrower increase by [REDACTED] above the Commitment Fee specified in the above pricing matrices for the "Baa2/BBB" rating level.

INTEREST PAYMENT PERIOD AND CALCULATION:

The Revolving Loans and the Bank Note will bear interest from the closing date until the Maturity Date. The interest payment date will be the first business day of each month. Computations of interest shall be calculated on an actual/360 day basis.

CALCULATION AGENT:

State Street Public Lending Corporation will serve as the Calculation Agent for the purpose of determining monthly interest payments. Notification of the effective interest rate for an interest rate payment period will be given to the Lender at least one business day prior to the related interest payment date.

EVENT OF TAXABILITY:

In the event a determination of taxability shall occur, in addition to the amounts required to be paid with respect to the Loans and the Bank Note under the Facility Documents, the Borrower shall be obligated to pay to the Lender an amount equal to the positive difference, if any, between the amount of interest that would have been paid during the period of taxability if the Loans and the Bank Note had borne interest at the Taxable Rate (*i.e.*, the product of the Index Rate and 1.54) and the interest actually paid to the Lender with respect to the Loans and the Bank Note.

MARGIN RATE FACTOR:

The Interest Rate will be subject to adjustment by a Margin Rate Factor. The Margin Rate Factor means the greater of (i) 1.0, and (ii) the product of (a) one minus the Maximum Federal Corporate Tax Rate multiplied by (b) 1.53846. The effective date of any change in the Margin Rate Factor shall be the effective date of the decrease or increase (as applicable) in the Maximum Federal Corporate Tax Rate resulting in such change.

The Maximum Federal Corporate Tax Rate is currently 35% such that

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the current Margin Rate Factor equals 1.0.

TERMINATION FEE: In the event the Borrower elects to terminate or permanently reduce the Facility during the applicable Termination Fee Period (as defined below), the Borrower shall pay to the Lender a termination/reduction fee equal to the product of (i) the applicable Commitment Fee in effect on the date of such reduction or cancellation, (ii) the amount the Facility is being reduced and (iii) a fraction, the numerator of which is the number of days from and including the date of reductions or cancellation to the end of the Termination Fee Period and the denominator of which is 360.

Term	Termination Fee Period
2 Years	
3 Years	
5 Years	

CLOSING FEE: Waived.

DRAW FEE: \$250 per draw.

**AMENDMENT/
TRANSFER FEE:** \$5,000 plus reasonable fees and disbursements of counsel, if any.

MATURITY DATE: The Revolving Loans shall be due and payable on the date that is the 2, 3, or 5 year anniversary (as selected by the Borrower upon acceptance of this proposal) of the closing date (the "Maturity Date").

**REPAYMENT AFTER
MANDATORY
TENDER DATE:** So long as (i) the representations and warranties set forth in the Facility are true and correct, (ii) no Default or Event of Default shall have occurred and be continuing and (iii) no material adverse change has occurred in the financial condition of the Authority since the closing date, the principal amount of the Revolving Loans that is not repaid on the Maturity Date shall convert to a term loan (the "Term Loan") and shall be repaid in full by the fifth anniversary of the Maturity Date.

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The Term Loan will amortize in equal quarterly payments, commencing three months following the Maturity Date.

So long as no Event of Default shall have occurred and be continuing, interest on the Term Loan from the Maturity Date shall accrue at the Term Loan Rate (as described below) and will be payable monthly in arrears on the first Business Day of each month.

If an Event of Default shall occur, the Term Loan Rate shall immediately and automatically (without notice to the Borrower) equal the Default Rate.

BANK INTEREST RATES AND TERMS:

Base Rate: The highest of: (i) [REDACTED]
(ii) [REDACTED]
(iii) [REDACTED]

Term Loan Rate: Days 1-30: [REDACTED]
Days 31-90: [REDACTED]
Day 91 and after: [REDACTED]

Default Rate: [REDACTED]
Interest accruing at the Default Rate shall be payable by the Borrower on demand.

Interest Rate Calculation: Interest on the Term Loan shall accrue from the first calendar day of the month until the last calendar day of the same month, payable on the first business day of the subsequent month. Interest shall be calculated on the basis of the actual number of days elapsed in a 360-day year.

Maximum Rate: A maximum interest rate payable on Loans of 12.0% is acceptable to the Lender.

Interest Rate The Lender will require the inclusion of a customary clawback

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Clawback: provision as protection against the interest rate payable on Loans exceeding the legal statutory maximum rate. Upon termination of the Facility, the Borrower shall pay to the Lender a fee equal to the amount of all unpaid deferred excess interest.

Increased Costs: The Lender will require standard increased cost coverage including any costs imposed upon the Lender related to the Dodd-Frank Act and/or Basel III, regardless of the date enacted, adopted, issued, or promulgated. The Authority shall not be required to compensate the Lender for any increased costs occurring more than six (6) months prior to the date on which the Lender provides the Authority notice of such increased costs, except when (i) the Lender had no actual knowledge of the action resulting in such increased costs or (ii) such increased costs apply to the Lender retroactively.

FACILITY EXTENSION: Not more than 180 days prior to expiration, the Borrower may request an extension of the term of the Facility which request will be decided upon by the Lender within 60 days. Any renewal, extension of maturity, amendment of terms, or increase in the Commitment Amount of the Facility by the Lender shall be governed by the terms of the Facility Documents and subject to approval by the Lender at its sole and absolute discretion. In the event the Maturity Date is not extended or the Borrower fails to request an extension on a timely basis, the Borrower will covenant to use best efforts to refinance any outstanding Revolving Loans or otherwise provide a substitute Facility.

CONDITIONS PRECEDENT: The Facility shall include conditions precedent customary for transactions of this nature, including, without limitation, the following: all requisite approvals and incumbency certificates; delivery of all required legal opinions including opinions of Note Counsel; delivery of all applicable financing documents; delivery of a certificate evidencing that no Event of Default shall have occurred and that all representations, warranties, and covenants shall be true and correct; and payment of all closing fees and expenses.

COVENANTS AND RELATED TERMS:

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Maintenance of Ratings:	The Borrower shall maintain public issuer credit ratings from not less than two of the three nationally-recognized bond rating agencies (Moody's, S&P, and Fitch) during the term of the Facility at a minimum level of "Baa3/BBB-".
Additional Bonds Test:	1.5x ABT on any senior and parity debt secured by Sales Tax Revenues and 1.3x ABT on any senior, parity and subordinate debt secured by Sales Tax Revenues consistent with the existing Reimbursement Agreement between the Authority and Wells Fargo Bank, National Association (the "Existing SFCTA Reimbursement Agreement").
Financial Covenants:	1.3x DSCR requirement on MADS on Notes, Advances, Bank Loans, Parity Debt, Senior Lien Debt, and Subordinate Obligations consistent with the Existing SFCTA Reimbursement Agreement.
Incorporation by Reference/Most Favored Nations:	The Facility Documents will incorporate by reference existing covenants, including financial covenants, contained in the Facility Documents. The Facility Documents will further incorporate those more favorable remedies (including, without limitation, shorter term-out periods and acceleration), if any, existing or subsequently agreed to by the Borrower with other creditors or insurers in agreements or other instruments pertaining to senior or parity debt of the Borrower, including any credit agreement, reimbursement agreement, standby bond purchase agreement, liquidity agreement, direct purchase agreement or other similar type of agreement or instrument that relates to such debt.
EVENTS OF DEFAULT:	The Facility shall include events of default customary for transactions of this nature, including, without limitation, the following: failure to pay principal and interest on any Loan or on any debt that is secured on a senior or parity basis with the Loans of the Borrower; cross acceleration of any debt that is secured by Sales Tax Revenues of the Borrower; bankruptcy or insolvency (voluntary or involuntary) of the Borrower; declaration of a moratorium with respect to any indebtedness of the Borrower; material inaccuracy of any representation and warranty; failure to comply with covenants

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following applicable grace periods, if any; invalidity or contest of the Borrower's obligations under the Facility or any document related to the Loans or any material provision thereof; failure to pay final, non-appealable judgments in an amount, singularly or collectively, of \$10 million or greater within 60 days; rating downgrade of any long-term issuer credit rating of the Borrower by any rating agency below the level of "Baa2/BBB"; or rating suspension, withdrawal, or cancellation by any rating agency.

REMEDIES:

Upon the occurrence of an Event of Default, the Lender may:

(i) terminate the Commitment to make Loans;

(ii) (2) Acceleration: Upon the occurrence of an Automatic Acceleration Event occurs, such Liquidity Draw shall become immediately and automatically due and payable on the date of such Automatic Acceleration Event. Upon the occurrence of a Tier One Acceleration Event occurs, at the direction of the Lender, such Liquidity Draw shall become immediately due and payable on the date of such Tier One Acceleration Event. Upon the occurrence of any other Event of Default occurs, at the direction of the Lender, such Liquidity Draw shall become due and payable on the 271st day following the date of the related Liquidity Draw; or

(iii) exercise all other remedies available under the Facility Documents or at law or in equity.

"Tier One Acceleration Event" means an event of default described in Sections 7.01(a) (Payment Default for Reimbursement Obligations and other Obligations), 7.01(e) (invalidity or contest), 7.01(f) (invalidity), and 7.01(l) (invalidity of lien) of the Existing SFCTA Reimbursement Agreement.

"Automatic Acceleration Event" means an event of default described in Sections 7.01(h) (moratorium and bankruptcy) and 7.01(j) (cross acceleration) of the Existing SFCTA Reimbursement Agreement.

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GOVERNING LAW:	The Facility shall be a contract under and governed by the laws of the State of New York; provided that the rights and obligations of the Borrower shall be governed by the laws of the State of California.
JURISDICTION:	The Borrower shall submit to the non-exclusive jurisdiction of the courts of New York.
WAIVER OF JURY TRIAL:	The Borrower agrees to waive the right to a jury trial in any proceedings against the Lender. In the event that a waiver of jury trial is not permitted by law, the Borrower shall agree to submit to a judicial referee.
SOVEREIGN IMMUNITY:	The defense of sovereign immunity shall not be available to the Borrower in any proceedings by the Lender to enforce any of the obligations of the Borrower under the proposed Facility, any Facility Documents or the Bank Note, and the Borrower shall consent to the initiation of any such proceedings relating to the Facility, any Facility Document or the Bank Note, in any court of competent jurisdiction and agrees not to assert the defense of sovereign immunity in any such proceedings.
OFAC:	The Borrower shall represent that it has complied with, and will continue to comply with anti-corruption laws applicable to the Borrower and economic sanctions and trade embargoes imposed by the U.S. government.
INDEMNIFICATION:	The Borrower shall indemnify and hold the Lender harmless for all circumstances except those proven in a court of competent jurisdiction to be caused by the gross negligence or willful misconduct of the Lender.
TRANSFERABILITY:	While the Lender is making the Loans and taking delivery of the Bank Note for its own account without a present intent to transfer it or its right to receive payments on the Loans under the Facility, the Lender reserves the right in its sole discretion to assign, sell, pledge or participate interests in the Loans and the Bank Note without the

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consent of the Borrower.

- PARTICIPATION:** The Borrower shall acknowledge and agree that the Lender may, without limitation and at its sole discretion, participate any portion of its obligations under the Facility; provided that any increased costs of such participant(s) shall be limited to those costs that would have been incurred by the Lender if the Lender had not participated any such portion of its obligations. At this time, the Lender does not intend to participate any portion of the Facility to other institutions.
- SURVIVAL:** This proposal does not constitute a Facility Document and shall not survive the execution and delivery of the definitive Facility Documents.
- NON-ASSIGNABLE:** The Facility and the right of the Borrower to receive Loans thereunder may not be assigned by the Borrower.
- MATERIAL ADVERSE CHANGE:** This proposal may be rescinded, in the sole discretion of the Lender, upon the occurrence of a material adverse change in the financial, operational, or legal condition of the Borrower.
- ADDITIONAL TERMS:** The terms and conditions contained in this proposal are not intended to be comprehensive. The definitive Facility Documents may include additional terms and conditions required by the Lender, subject to mutual agreement of the parties, which are not included herein.
- CREDIT APPROVAL:** Any commitment to provide the Facility (including the terms and conditions proposed herein) or to extend credit is subject to all of the Lender's internal approvals and due diligence procedures. In obtaining credit approval, the Lender reserves the right to modify and/or supplement any of the terms and conditions stated herein.

The Lender anticipates obtaining final credit approval within 10 business days of receiving the mandate to provide the Facility and subject to the receipt of all material information, without guaranty of such time frame.

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REFERENCES:	<p>City and County of San Francisco City Hall, Room 336, 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102 Nadia Sesay, Director of Public Finance Phone: (415) 554-5956 Email: nadia.sesay@sfgov.org</p> <p>Airport Commission of the City and County of San Francisco P.O. Box 8097 San Francisco, CA 94128 Kevin Kone, Capital Finance Director Phone: (650) 821-2888 Email: kevin.kone@flysfo.com</p> <p>California State University 401 Golden Shore, 5th Floor Long Beach, CA 90802 Syrus En, Senior Financial Manager Phone: (562) 951-4593 Email: Sen@calstate.edu</p>
CONFLICTS OF INTEREST:	The Lender is not aware of any potential or perceived conflicts of interest which would disqualify the Lender from doing business with the Authority.
LITIGATION:	Refer to Appendix C for the Lender's disclosure on litigation, administrative proceedings and investigations (actual or pending).
POLITICAL CONTRIBUTIONS:	The Lender is not aware of any political contributions of money, in-kind services, or loans made to any current member of the San Francisco County Transportation Authority Board of Commissioners within the last three years by management positions of the Lender.
DISCLAIMERS AND IMPORTANT DISCLOSURES:	The Borrower acknowledges and agrees that: (i) the transaction contemplated by this Indicative Terms and Conditions is an arm's length, commercial transaction between the Borrower and the Lender

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in which the Lender is acting solely as a principal and for its own interest; (ii) the Lender is not acting as a municipal advisor or financial advisor to the Borrower; (iii) the Lender has no fiduciary duty pursuant to Section 15B of the Securities Exchange Act of 1934 to the Borrower with respect to the transaction contemplated hereby and the discussions, undertakings and procedures leading thereto (irrespective of whether the Lender has provided other services or is currently providing other services to the Borrower on other matters); (iv) the only obligations the Lender has to the Borrower with respect to the transaction contemplated hereby expressly are set forth in this Indicative Terms and Conditions; and (v) the Lender is not recommending that the Borrower take an action with respect to the transaction contemplated by this Indicative Terms and Conditions, and before taking any action with respect to the contemplated transaction, the Borrower should discuss the information contained herein with its own legal, accounting, tax, financial and other advisors, as it deems appropriate. If the Borrower would like a municipal advisor in this transaction that has legal fiduciary duties to the Borrower, the Borrower is free to engage a municipal advisor to serve in that capacity. This Indicative Terms and Conditions are provided to the Borrower pursuant to and in reliance upon the bank exemption provided under the municipal advisor rules of the Securities and Exchange Commission, Rule 15Ba1-1 et seq.

The information herein is provided for information purposes only, and is not to be used or considered as a proposal or the solicitation of an offer to sell or to buy or subscribe for securities or other financial instruments. Neither this nor any other communication prepared by the Lender is or should be construed as investment advice, a recommendation or proposal to enter into a particular transaction or pursue a particular strategy, or any statement as to the likelihood that a particular transaction or strategy will be effective in light of your business objectives or operations. Before entering into any particular transaction, you are advised to obtain such independent financial, legal, accounting and other advice as may be appropriate under the circumstances.

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PROPOSAL EXPIRATION: Unless otherwise extended by the Lender, this proposal shall expire at 5:00 p.m. EST on August 7, 2015.

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LEGAL FEES:



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Mimi Li
Vice President
Telephone: (617) 664-3196
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mkli@statestreet.com

CONFIDENTIALITY:

This proposal contains confidential and proprietary information. Except to the extent required by law, the Borrower may not disclose the contents of this proposal in whole or in part to any third parties other than financial advisors, attorneys, and other professional representatives retained in connection with the Facility without prior written consent of the Lender.

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APPENDIX A: BANK RATING HISTORY

Moody's Rating History			
Year	Long-Term	Short-Term	Credit Watch/Outlook
2015	Aa3	P-1	Under Review For Possible Downgrade (03/17/15)
2014	Aa3	P-1	Stable
2013	Aa3	P-1	Stable (11/14/13)
	Aa2	P-1	Under Review For Possible Downgrade (07/02/13)
2012	Aa2	P-1	Stable (06/22/12)

S&P Rating History			
Year	Long-Term	Short-Term	Credit Watch/Outlook
2015	AA-	A-1+	Stable
2014	AA-	A-1+	Stable
2013	AA-	A-1+	Stable (06/11/13)
2012	AA-	A-1+	Negative

Fitch Rating History			
Year	Long-Term	Short-Term	Credit Watch/Outlook
2015	AA-	F1+	Stable
2014	AA-	F1+	Stable (08/14/14)
	A+	F1+	Positive
2013	A+	F1+	Positive (02/28/13)
2012	A+	F1+	Stable

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APPENDIX B: EXPERIENCE

Letter of Credit	SBPA	Direct Loan
Alaska Airport	Anne Arundel County	Chicago Wastewater
Austin Airport System	City of Houston	
Austin Combined Utility	Clark County School District	
Basin Electric Cooperative	Colorado Springs	
Boston Water & Sewer	Connecticut HFA	
State of California	Contra Costa Water	
Chicago O'Hare Airport	Dallas Water and Sewer	
Chicago Water	DART	
City of Brownsville, Texas	Gainesville Utilities	
City of Houston CUS	Harris County, Texas	
City of Irvine	Harris County MTA	
City of San Francisco	Howard County	
Clark County, Nevada Airport	Iowa Housing Finance Authority	
CSU Institute	JEA	
Hillsborough County	Kentucky Housing	
Indianapolis Airport Auth.	King County, WA	
LA International Airport	LA Wastewater	
Las Vegas CVA	Maine SHA Used	
Lower Colorado River Auth.	Maryland CDA	
Long Island Power Auth.	Massachusetts	
Los Angeles County MTA	MBTA	
Manteca RDA	Minnesota Housing	
Maryland Transit Authority	Montgomery County, MD	
Massachusetts Port Author	Nashville and Davison County	
Menlo Park CDA	Nebraska Public Power	
Metropolitan Transit Auth	New York City	
Michigan SBA CP Program	Northside Ind School Dist.	
City of Milwaukee	NYC MWFA	
Missouri Highways	NYC TFA	
MWRA	NYPA CP Program	
New Mexico Finance Auth.	Ohio HFA	
Oklahoma City Water	Ohio Water	
Pittsburg RDA	Oregon Housing	
Riverside CTC CP	San Antonio CPS Energy	
San Francisco Airport	San Diego Transportation	
San Francisco Moscone	San Francisco PUC	
San Francisco Muni Transp	Santa Clara Valley Transit	
San Jose	Shelby County, TN	
SMUD	State of Wisconsin	
South Placer Wasterwater	Texas DOT	
State of Illinois	TN School Bond Authority	
TBTA	TX Transportation	
UMass Building Authority	TX Veterans Land Board	
Walnut Energy	Washington Suburban Sanitation Comm.	
	Wisconsin DOT	
	Wyoming CDA	

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APPENDIX C: LITIGATION

In the ordinary course of business, State Street is involved in disputes, litigation, and governmental or regulatory inquiries and investigations, both pending and threatened. These matters, if resolved adversely against the Company, may result in monetary damages, fines and penalties or require changes in our business practices. The resolution of these proceedings is inherently difficult to predict. However, we do not believe that the amount of any judgment, settlement or other action arising from any pending proceeding will have a material adverse effect on our consolidated financial condition, although the outcome of certain matters may have a material adverse effect on our consolidated results of operations for the period in which such matter is resolved or a reserve is determined to be required.

Two related participants in State Street's securities lending program have brought suit against us challenging actions taken by us in response to their withdrawal from the program. We believe that certain withdrawals by these participants were inconsistent with the redemption policy applicable to the agency lending collateral pools and, consequently, redeemed their remaining interests through an in-kind distribution that reflected the assets these participants would have received had they acted in accordance with the collateral pools' redemption policy.

In October 2009, the Attorney General of the State of California commenced an action alleging that State Street's pricing of certain foreign exchange trades for certain California state pension plans was not consistent with the custody contracts for these plans and related disclosures to the plans. We deny the claims set out in the complaint, and are proceeding with our defense of this matter.

In February 2011, a putative class action was filed in federal court in Boston on behalf of all custodial clients that executed certain foreign exchange transactions through State Street from 1998 to 2009. The complaint alleges, among other things, that the rates at which State Street executed indirect foreign currency trades constituted an unfair and deceptive practice under Massachusetts law and a breach of the duty of loyalty. Two other putative class actions are currently pending in federal court in Boston alleging various violations of ERISA on behalf of all ERISA plans custodied with us that executed indirect foreign exchange trades with State Street from 1998 onward. Those complaints similarly allege that State Street caused class members to pay unfair and unreasonable rates on indirect foreign exchange trades with State

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Street. We deny the claims set out in these complaints, and are proceeding with our defense of these matters.

We provide custody services to and engage in principal foreign exchange trading with government pension plans in other jurisdictions, and attorneys general and other government authorities from a number of jurisdictions, as well as U.S. Attorney's offices, the U.S. Department of Labor, and the SEC have requested information or issued subpoenas concerning the pricing of our indirect foreign exchange trading.

State Street is named as a defendant in a complaint by investment management clients of TAG Virgin Islands, Inc., or TAG, who hold or held custodial accounts with State Street. The complaint alleges various claims in connection with certain assets managed by TAG. We deny the claims set out in the complaint, and are proceeding with our defense of this matter.

In January 2014, we entered into a settlement with the U.K. Financial Conduct Authority, or FCA, as a result of our having charged six clients of our U.K. transition management business during 2010 and 2011 amounts in excess of the contractual terms. The SEC and the U.S. Attorney are conducting separate inquiries into this matter.

We are responding to subpoenas from the Department of Justice and the SEC for information regarding our solicitation of asset servicing business of public retirement plans.

For additional information, please refer to State Street's current annual report on Form 10-K, on file with the Securities and Exchange Commission.

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