



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, June 24, 2015; 6:00 p.m.
Location: 1455 Market Street, 22nd Floor
Members: Christopher Waddling (Chair), Wells Whitney (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Eric Rutledge, Jacqueline Sachs, Raymon Smith and Peter Tannen

Page

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|------|----|---|----|
| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:02 | 2. | Chair's Report – INFORMATION | |
| 6:10 | | Consent Calendar | |
| | 3. | Approve the Minutes of the May 27, 2015 Meeting – ACTION* | 5 |
| | 4. | Citizens Advisory Committee Appointments – INFORMATION | |
| | | The Plans and Programs Committee will consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its July 21 meeting. The vacancies are resulting from the resignation of Eric Rutledge, effective July 23, and the term expiration of Jackie Sachs. Ms. Sachs is seeking reappointment. 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 . | |
| | 5. | State and Federal Legislative Update – INFORMATION* | 13 |
| | | 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. The Finance Committee did not recommend any new positions this month. | |
| | 6. | Update of Citizen Advisory Committee By-Laws – INFORMATION* | 43 |
| | | At the April 22, 2015 Citizens Advisory Committee (CAC) meeting, Chair Waddling established a subcommittee to review and propose amendments to the CAC's By-Laws. On May 14, 2015 the subcommittee met and proposed amendments, which consisted of changes needed to align the by-laws with the Transportation Authority's Administrative Code and other non-substantive changes. The subcommittee was chaired by Raymon Smith and included Santiago Lerma and Chris Waddling, as well. At the May 27, 2015 CAC meeting, this item was continued to allow additional time for consideration of potential changes to the by-laws. A red-lined version of the proposed amendments is attached for information, and will be considered for adoption by the CAC at its July 22 meeting. | |
| | | End of Consent Calendar | |
| 6:25 | 7. | Adopt a Motion of Support to Authorize the Executive Director to Execute a Partial Release of the Transportation Authority's Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of Parcel F by the Transbay Joint | |

Powers Authority – ACTION*

47

The Transportation Authority granted the Transbay Joint Powers Authority (TJPA) Prop K sales tax funds to acquire 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street properties in February 2009 and January 2011 respectively. The Metropolitan Transportation Commission also contributed funds toward 568 Howard Street. Each Prop K grant required a Quitclaim Agreement, allowing the transfer of TJPA's interest in these properties to the Transportation Authority if the Transbay Transit Center was not constructed as planned. In September 2015, TJPA is planning to conduct an auction of the real estate known as "Parcel F" which includes portions of Transbay Parcel F, 75 Natoma, 546 Howard, and portions of the aforementioned parcels for which the Transportation Authority has a Quitclaim Agreement (See Attachment 1). The consolidation of these parcels into a larger Parcel F will maximize the value and usefulness of the property. Revenues from the sale of Parcel F, which originally were earmarked for Phase 2 (Caltrain Downtown Extension) of the project, will be used to fund construction of Phase 1 once the bridge loan from Goldman Sachs has been repaid. TJPA anticipates the receipt of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in Fiscal Year 2016, and this is part of a strategy to fill an estimated \$225.1 million funding increase in Phase 1 costs over the \$1.9 billion Phase 1 budget approved in July 2013. The estimated budget increase was presented to the TJPA Board on June 19, with the very active construction market being cited as a key contributing factor. TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. In the meantime, TJPA will be able to obtain more information on costs for bid packages not yet awarded and will continue to refine its strategy to close the funding gap with project partners.

6:35 8. Adopt a Motion of Support for the Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

53

As summarized in Attachments 1 and 2, we have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Citizens Advisory Committee (CAC). The Transbay Joint Powers Authority (TJPA) is requesting \$14.2 million to support construction management and oversight of the Transbay Transit Center, program management and program controls, and property management of parcels owned by TJPA. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million to fund conceptual engineering and final design of near-term (Phase 1) improvements for Geary Corridor Bus Rapid Transit (BRT) and \$6.8 million for the project's conceptual engineering report (30% design) which includes a \$471,920 appropriation for our environmental review work. SFMTA is also requesting operating funds for the paratransit program; design of pedestrian safety improvements along the Lombard Street corridor (a Neighborhood Transportation Improvement Program (NTIP) project); signal upgrades and related infrastructure improvements at 32 intersections (including 10 WalkFirst locations) in the Franklin and Divisadero corridors; signal upgrades in the Van Ness Avenue corridor including SFgo intelligent transportation system communications infrastructure; and an NTIP project to construct pedestrian safety and transit stop improvements in the Potrero Hill neighborhood. We are requesting an appropriation of \$50,000 to satisfy an existing commitment to allocate to cover Caltrain and San Mateo C/CAG's planned contribution to the study since we've been unsuccessful in securing those funds and the study is nearly completed. Finally, with Public Works' support, we are requesting appropriation of \$75,000 to provide advisory support during the design phase of the 19th Avenue City Combined Project, ensuring continuity and providing technical support as the project transitions to Public Works' lead.

6:50 9. Adopt a Motion of Support for the Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*

67

The Transportation Authority is seeking consultant services to support the Freeway Corridor Management Study (FCMS) Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies. This work stems from Phase 1 of the FCMS, which documented the project's goals and a range of

potential strategies. The Transportation Authority Board adopted the FCMS Phase 1 report in March 2015. Phase 2 will be the performance-based technical analysis of strategies and produce recommended strategies and an implementation plan. On May 8, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning and engineering services for Phase 2 of the project. By the June 8, 2015 deadline, we received four proposals. A review panel comprised of Transportation Authority, San Francisco Municipal Transportation Agency, and California Department of Transportation staff reviewed the proposals and interviewed three firms on June 17, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm, AECOM Technical Services, Inc.

7:05 10. Shuttle Program Update – INFORMATION

Citizens Advisory Committee members have recently requested an update on the San Francisco Municipal Transportation Agency's (SFMTA's) Commuter Shuttles Policy and Pilot Program and other shuttle-related pilots citywide. SFMTA will provide an update on the Commuter Shuttles Pilot, which is an 18-month pilot that is testing a limited network of shared Muni and commuter shuttle stops. Commuter shuttle service providers must apply and pay for a permit to use the network. The pilot term is August 2014 through January 2016. Staff from SFMTA will present an update about the pilot status and recent milestones. Additionally, Ryan Greene-Roesel, Senior Planner at the Transportation Authority, will present an update about the Showplace Square Shuttle pilot, which was an effort to consolidate redundant employer shuttle services in the Showplace Square neighborhood. Ms. Greene-Roesel will discuss the pilot approach, outcomes, and lessons learned.

7:20 11. Plan Bay Area Update – INFORMATION*

81

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments have kicked off their update of Plan Bay Area, the regional transportation plan/sustainable communities strategy adopted in 2013. Plan Bay Area 2040 is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth. It is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county Bay Area. (See planbayarea.org for more details.) As the Congestion Management Agency for San Francisco, the Transportation Authority leads the City's involvement in the effort and is charged with submitting San Francisco's project priorities through a call for projects. Public agencies will submit projects for consideration and members of the public are encouraged to share their own ideas at www.sfcta.org/rtp by July 17, 2015. We will bring a proposed list of initial project priorities to the Citizens Advisory Committee in September prior to submitting it to MTC. This list will be refined over the coming year as our initial funding target will be pared down to a fiscally constrained list as part of development of the preferred scenario for Plan Bay Area 2040.

7:35 12. Geneva-Harney Bus Rapid Transit Update – INFORMATION

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County line with a bus connection to key regional transit system hubs in the Geneva-Harney Corridor, connecting Balboa Park BART/Muni Station, Bayshore Caltrain Station, Muni T-Third at Sunnysdale and Arleta, and a future transit center in Hunters Point. The Geneva-Harney BRT Feasibility Study focused on determining feasible routing and configuration options for a near-term project that heralds the long-term investment in a major new growth Corridor. This bi-county, multi-agency effort developed three near-term full-feature BRT alternatives that deliver dedicated transit lanes, transit signal priority, and pedestrian access improvements to the Geneva Corridor. Each near-term option would reduce end-to-end travel time by as much as 15 minutes over today (a 30% improvement), increase ridership by as much as 8%, and provide opportunities for improved pedestrian and bicycle facilities, all with little to no reduction in motorist delay. While this demonstrates clear options for a feasible near-term BRT project, there is a fair amount of variation on the character and impacts of alternatives, particularly in the eastern most section of the Study Area. As such, the Study Report details the factors that require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before recommending a specific alternative for implementation. The pre-environmental phase of work is expected to begin as early as Fall 2015, led by SFMTA in coordination with bi-county multi-agency partners. We updated the CAC on the study's draft recommendations in October 2014. The draft report will be available on our website (www.sfcta.org) meeting page by Monday, June 22 as

CAC Meeting Agenda

an enclosure to the CAC packet item. The Geneva-Harney BRT Community Advisory Committee will be asked to approve the report at its June 24 meeting.

7:45 13. Introduction of New Business – INFORMATION

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

7:50 14. Public Comment

8:00 15. Adjournment

* Additional materials

Next Regular Meeting: July 22, 2015

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AT (415) 522-4817**

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

May 27, 2015 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:04 p.m. CAC members present were Myla Ablog, John Larson, Santiago Lerma, John Morrison, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Liz Brisson, Colin Dentel-Post, Cynthia Fong, Seon Joo Kim, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Michael Schwartz.

2. Chair's Report – INFORMATION

Chair Waddling announced that the Transportation Authority's Plan Bay Area 2040 call for projects had been issued, as indicated by Item 9, and that the CAC would receive an update at its June meeting. He said that the CAC Subcommittee held a meeting on May 14 and that the Subcommittee's recommended amendments to the by-laws were attached as Item 10. Chair Waddling also announced a list of projects for which allocation requests were anticipated for the June CAC meeting.

Raymon Smith asked if information on upcoming projects could be sent to CAC members prior to the meeting. Anna LaForte, Deputy Director for Policy and Programming, replied that the list of projects along with sponsor and phase information could be sent out in advance, but that there was a limit because staff had to work with sponsor agencies to refine requests before they were brought to the CAC.

Jacqueline Sachs said that regarding the study on late night transportation, "The Other 9-to-5", that had been presented at a previous CAC meeting, there was no representation from bus drivers. She requested an update on the project that included the perspective of bus drivers.

Chair Waddling reminded the CAC that any new items should be introduced during Item 18.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the April 22, 2015 Meeting – ACTION**
4. **Adopt a Motion of Support to Authorize the Executive Director to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$1,950,000 and to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
5. **Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Vavrinek, Trine, Day & Co., LLP in an Amount Not to Exceed \$300,000 for Annual Audit Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms**

and Non-Material Contract Terms and Conditions – ACTION

6. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$224,600 for a Total Amount Not to Exceed \$596,600, for Planning and Engineering Services for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
7. **Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2015 – INFORMATION**
8. **State and Federal Legislative Update – INFORMATION**
9. **Plan Bay Area 2040 and Call for Projects – INFORMATION**
10. **Update of Citizens Advisory Committee By-Laws – INFORMATION**
11. **Minutes of the May 14, 2015 Subcommittee Meeting – INFORMATION**

Eric Rutledge requested that the minutes be amended to reflect that he had asked a question that was recorded on page eight of the minutes, rather than Santiago Lerma.

Raymon Smith requested that Item 10 be severed from the Consent Calendar and continued to the next meeting because he did not have adequate information at the time of the Subcommittee meeting. Maria Lombardo, Chief Deputy Director, clarified that continuing the item would delay the adoption of any proposed revisions. Mr. Smith replied that he understood that adoption of the revisions would be delayed and proposed having another meeting of the Subcommittee at San Francisco City Hall to encourage public input on the CAC's By-Laws.

Wells Whitney asked for clarification that by continuing the item, it would be placed on the consent calendar as an information item at the June CAC meeting, to be voted on as an action item the following month. Chair Waddling affirmed that schedule.

There was no public comment on the Consent Calendar.

Wells Whitney moved to sever Item 10 from the Consent Calendar and continue it to the following meeting, seconded by Santiago Lerma.

The Consent Calendar was approved as amended by the following vote:

Ayes: CAC Members Ablog, Lerma, Morrison, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Members Larkin and Larson

End of Consent Calendar

12. **Adopt a Motion of Support for the Adoption of the Potrero Hill Neighborhood Transportation Plan Final Report – ACTION**

Michael Schwartz, Senior Transportation Planner, presented the item per the staff memorandum.

Wells Whitney asked when construction of the Rebuild Potrero project was planned. Mr. Schwartz responded that the current schedule had completion of the environmental phase in the summer or fall of 2015, with groundbreaking expected in 2016. Mr. Schwartz noted that the project would be phased such that the intersection treatments could remain in place for a number of years before needing to be removed, and that those materials could be relocated to

another part of the city at that time.

Peter Tannen suggested that interest in shuttle services indicated that there was a disconnect between Muni service and community needs. He questioned if the San Francisco Municipal Transportation Agency (SFMTA) could deliver these services more cost-effectively than piecemeal service by many separate providers. Mr. Schwartz responded that the situation in the Potrero area was similar to that in the Bayview area, where the lower population density and higher street grades made it challenging to provide cost-effective service. He said the experience of the Bayview area showed that a service run and funded by community-based organizations could be more effective in meeting the specific needs of those organizations.

Jacqueline Sachs commented that she favored reinstating the 53-Southern Heights bus line, and asked for the analysis justifying removal of that service. Ariel Espiritu Santo, Capital Budget lead at SFMTA, said she would check with transit operations and bring that information back to the CAC.

Raymon Smith noted support for the work overall but expressed concern about the removal of the 53-Southern Heights bus line.

During public comment, J.R. Eppler with Potrero Boosters, said there was demand on both sides of the hill for shuttle service, not just along the old route of the 53-Southern Heights bus line. He noted that there may be an opportunity to have a shuttle that served both needs or just bring back the 53-line.

Raymon Smith moved to approve this item, seconded by Wells Whitney.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Morrison, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

13. Adopt a Motion of Support for the Allocation of \$40,678,143 in Prop K Funds, with Conditions, and Appropriation of \$162,400 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Liz Brisson, Senior Transportation Planner, Colin Dentel-Post, Transportation Planner, Seon Joo Kim, Senior Transportation Planner, Mike Pickford, Transportation Planner, and Steve Rehn, Senior Transportation Planner, presented the item per the staff memorandum.

Raymon Smith asked about locations and site selection considerations for the proposed underground traffic signal conduit installations and the new and upgraded signals projects. Anna LaForte, Deputy Director for Policy and Programming, responded that each of the enclosed allocation request forms for the relevant projects included a location list and map, as well as an explanation of how they were selected (e.g., pages 69-71 and 85 of the enclosure for signal conduits, pages 54-55 and 65 for new signals, and pages 87-89 and 99 for signal upgrades).

Mr. Smith asked how the road diet, planned as part of the 6th Street project, came about. Craig Raphael, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), responded that 6th Street was identified as one of San Francisco's most dangerous roadways for pedestrians and was prioritized for improvements in the WalkFirst planning process. He said the Environmental Impact Report (EIR) would analyze a wide range of potential safety improvements, including a road diet, bike facility, and bulb-outs to name a few, and would include extensive outreach to stakeholders during the environmental review and

subsequent phases. Mr. Smith recommended that the Pedestrian Safety Advisory Committee be included in the outreach efforts.

Mr. Smith questioned whether the City and County of San Francisco (City) could afford to plant additional street trees. Ms. LaForte responded that the tree planting program only included existing tree wells where trees were previously located. Chris Buck, Urban Forester with San Francisco Public Works (SFPW), elaborated that street trees regularly needed to be replaced due to old age or other causes. He said that SFPW had sufficient staff to establish the City's current population of street trees. Mr. Smith asked about long-term maintenance of the new trees. Mr. Buck replied that the City's current plan included transfer of maintenance responsibility to adjacent property owners. Mr. Smith asked about community input on the species of new trees. Mr. Buck said the City's recently adopted Urban Forest Plan recommended that the City should ultimately be responsible for maintenance of all municipal trees, but that until establishment of sustainable funding, the City would continue its transfer program. He said SFPW considered many factors in selecting species, including neighborhood concerns, pruning and other maintenance costs. Santiago Lerma recommended that SFPW establish a standard for species selection to exclude issue-prone trees.

Mr. Lerma asked if the Southwest Subway project would impact the upgrades included in the 19th Avenue City Combined project. Ms. Brisson responded that the two projects were being carefully coordinated to minimize replacement of near-term improvements with the longer-term effort.

Mr. Lerma commented that bicycle hit posts required periodic replacement and asked if there were a longer-term solution. Mr. Raphael responded that the cost of more durable solutions, such as grade-separated bike lanes, were much greater than periodic replacement of the posts.

Peter Tannen commented that he was supportive of safety improvements at the Alemany Interchange.

Mr. Tannen asked why the motor coach procurement required a waiver of the Prop K Strategic Plan policy. Ariel Espiritu Santo, Capital Budget Lead at SFMTA, replied that because of the fast pace of the project, SFMTA had to move quickly on an opportunity to execute the contract and had other funds available to execute the option. She said non-Prop K funds would be used for expenses incurred prior to Transportation Authority Board approval of Prop K funds. Maria Lombardo, Chief Deputy Director, commented that the waiver was also precipitated by an administrative oversight by SFMTA. She said Prop K policy was clear that contract award should follow Transportation Authority Board consideration, so the Board would have a chance to weigh in on projects in a meaningful way.

Mr. Smith asked about the types of buses to be procured. Ms. Espiritu Santo replied that the procurement included two types of hybrid propulsion systems to allow SFMTA to compare performance. Mr. Smith asked if SFMTA had chosen a cabin configuration, and Ms. Espiritu Santo replied in the affirmative.

During public comment, Ed Mason said continuing to plant street trees in San Francisco was unsustainable, and that the proposed street tree parcel tax was not sufficiently austere.

Wells Whitney moved to approve this item, seconded by Eric Rutledge.

The item was approved by the following vote:

Ayes: CAC Members Larson, Lerma, Morrison, Rutledge, Sachs, Tannen, Waddling and Whitney

Abstained: CAC Members Ablog and Smith

Absent: CAC Member Larkin

14. Adopt a Motion of Support to Approve the Fiscal Year 2015/16 Transportation Fund for Clean Air Program of Projects – ACTION

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

Chair Waddling encouraged Caltrain to submit a similar request for bicycle parking improvements as the San Francisco Municipal Transportation Agency had done. He commented that University of California San Francisco operated 13 shuttles and asked why the new shuttle wasn't proposed as an addition to that existing program. Mr. Pickford responded that he would look into it and follow up with the CAC. In response to a question from Mr. Smith, Anna LaForte said the CAC would receive updated information on the shuttle project prior to the Plans and Programs Committee meeting on June 16.

There was no public comment.

Peter Tannen moved to approve this item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Morrison, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

15. Adopt a Motion of Support for the Adoption of the Proposed Fiscal Year 2015/16 Annual Budget and Work Program – ACTION

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

Raymon Smith asked about staff's confidence that the revenue goal would be met. Ms. Fong responded that in past years Prop K revenues had always exceeded the budget forecast.

There was no public comment.

Raymon Smith moved to approve this item, seconded by Santiago Lerma.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Abstained: CAC Member Morrison

Absent: CAC Member Larkin

16. Update on Caltrain and High Speed Rail Compatibility – INFORMATON

Luis Zurinaga, Project Management Oversight Consultant, introduced the item per the staff memorandum. Mr. Zurinaga introduced Casey Fromson, Government Affairs Officer, and Dave Couch, Project Delivery Director, at Caltrain, and Will Gimple with the California High-Speed Rail Authority, who were available for questions.

John Larson asked how many fewer seats there would be if the Electric Multiple Units (EMU's) were configured with four doors per side. Ms. Fromson replied that the number of seats would be reduced by 60 to 100 per train. Mr. Larson asked if it would be more cost-effective to purchase the standard cars and retrofit them with additional doors. Mr. Couch responded that

installation by the original equipment manufacturer was the preferred policy and would be more cost-effective. He added that if Caltrain transitioned to having all high-level platforms, the lower doors would be sealed and some or all of the lost seating could be recovered by installing more seats on the lower level. Wells Whitney suggested that Caltrain could use the same vehicles as the High-Speed Rail (HSR) trains and that the California High Speed Rail Authority (CHSRA) could procure cars with two levels of doors. Mr. Couch replied that HSR vehicles required capabilities far beyond those of Caltrain's vehicles, most notably that they required much greater power. He said HSR trains would be single level, so bi-level boarding would not be an option. Mr. Whitney asked if Caltrain and HSR would use the same power, control and signal systems. Mr. Couch responded in the affirmative.

Jacqueline Sachs asked if wheelchair-accessible seating would be reduced under the bi-level boarding scenario. Ms. Fromson said that all scenarios would include the same number of wheelchair-accessible spaces. Raymon Smith asked if both boarding scenarios had sufficient emergency exit capabilities. Mr. Couch responded in the affirmative. Mr. Smith asked if the funding plan was available on Caltrain's website, and Ms. Fromson answered in the affirmative.

John Morrison asked if commuter rail operators in southern California were also facing issues of compatibility with HSR. Mr. Gimple replied that compatibility issues with those operations were very different and much easier to resolve. He said compatibility with Caltrain was complicated by the need for both systems to share the same track and related infrastructure.

During public comment, Roland Lebrun stated that the proposed HSR trains were incompatible in width as well as boarding height. He also said that Federal Rail Administration (FRA) rules stipulated that all HSR systems must be compatible with existing infrastructure. He recommended that resolution of the compatibility issue await publication of FRA's upcoming document ETF_00103, which would set rules governing HSR compatibility with local systems. Andy Chau stated that high-level boarding was flawed because it added to the difficulty of loading bicycles onto the lower level. He also said that Peninsula cities have not yet agreed to high-level platforms, which endangered their agreements with CHSRA. Ed Mason suggested that HSR could terminate at San Jose, eliminating the Caltrain compatibility issue.

17. **Transportation Sustainability Program Update – INFORMATION**

Michael Schwartz, Senior Transportation Planner, and Wade Wietgreffe, Senior Planner with the San Francisco Planning Department, presented the item.

Wells Whitney asked if public outreach had begun yet. Mr. Wietgreffe responded that developer outreach was just beginning and that presentations had been made to several citizen advisory committees. He said much more outreach would take place after the nexus and feasibility studies were published in the next couple weeks.

John Larson asked how Vehicle Miles Traveled (VMT) would work for capacity expansion projects and wondered if the new measure would essentially be a cap on VMT. Mr. Wietgreffe pointed out that the environmental review process in itself did not approve or reject any project, but rather served to provide information about the environmental impacts of a project. He said the approval was ultimately with the decision-making body. Mr. Schwartz added that under the existing transportation metric, level of service, projects like Van Ness Avenue Bus Rapid Transit revealed significant and unavoidable impacts as part of their environmental review process, but that the San Francisco Municipal Transportation Agency and Transportation Authority boards both approved that project in spite of those impacts. He said that the new metric would better capture the transportation environmental impacts that were disclosed for projects like the ones Mr. Larson described.

During public comment Edward Mason stated that the program was two years behind schedule versus the last time it had been presented to the CAC. He said the CAC should question what caused the delay and how much revenue in development fees had been lost due to this delay. Mr. Mason said there was an assumption in the program that people would support the sustainable modes of travel such as bicycles and transit. He asked if ride hailing services such as Uber and Lyft would be included in the VMT calculations given their proliferation. He also stated that the fee would not address the congestion of a specific project because it would be spent citywide.

18. Introduction of New Business – INFORMATION

Chair Waddling recognized John Morrison as the newest member of the CAC and asked him to introduce himself. Mr. Morrison said he had been a teacher, entrepreneur and 8-year city councilor in Northampton Massachusetts. He said he moved to California in 1999 to become the Director of Education for the California Film Institute. Mr. Morrison said the CAC would be his first experience with government at the committee level, but that he saw membership as part of his civic service to San Francisco. He said he was a homeowner in the Crocker-Amazon neighborhood and commuted to San Rafael, so transportation was important to him.

Jacqueline Sachs requested an update on the status of night-time transit service.

There was no public comment.

19. Public Comment

During public comment, Ed Mason said that private shuttles were violating the rules of SFMTA's pilot shuttle program. Roland Lebrun commented that the capacity analysis that Caltrain performed three years ago anticipated 900 seats per train. He also said that Caltrain's work on its Communications Based Overlay Signal System (CBOSS) would be wasted because the request for proposals for its electrification project included a complete re-design of its signaling system.

20. Adjournment

The meeting was adjourned at 8:23 p.m.



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San Francisco County Transportation Authority
June 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.
Staff is recommending no new positions 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.	Senate Governance and Finance	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 2 year	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.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
AB 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Appropriations Suspense File	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.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 24 Amended: 4/22/2015 pdf html	Nazarian D (Dist 46)	Transportation network companies (TNCs): 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 (DMV) pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.	Assembly Appropriations Suspend File	Watch	Intended to further develop the existing transportation network company regulatory statutes by requiring TNC's to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.
AB 28 Amended: 4/22/2015 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 reflector, a solid red light, or a flashing red 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.	Senate Rules	Watch	This is a new approach to bike safety that, as amended, would authorize bicyclists to have a solid or flashing red light in place of a reflector.
AB 35 Amended: 5/20/2015 pdf html	Chiu D (Dist 17)	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years beginning 2016, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria. This bill contains other related provisions.	Assembly Appropriations	Support	AB 35 would increase the state tax credit for low income housing allocation by an additional \$300 million, which would allow the state to leverage an additional \$200 million in federal tax credits and at least \$400 million in federal tax -exempt bond authority annually for the creation and preservation of affordable rental homes for a broad range of lower income households through the state.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 40 Amended: 4/15/2015 pdf html	Ting D (Dist 19)	Toll bridges: pedestrians and bicycles. Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and by private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Assembly Appropriations Suspense File	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 Amended: 4/20/2015 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.	Assembly 2 year	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pickup passengers to also apply to shuttle service vehicles.
AB 156 Amended: 4/27/2015 pdf html	Perea D (Dist 31)	Greenhouse Gas Reduction Fund: technical assistance program. Would require the State Air Resources Board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities. This bill contains other related provisions.	Assembly Appropriations Suspense File	Oppose	This bill requires the Air Resources Board (ARB) to include technical assistance funds to assist disadvantaged and low-income communities in its AB 32 Greenhouse Gas Reduction Fund (GGRF) Investment Plan. The Metropolitan Transportation Commission has opposed this bill as the Bay Area has very few areas classified as "disadvantaged communities" and this program would redirect funds that would otherwise be directed to other transportation programs.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 162 Amended: 5/19/2015 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 a preliminary version of the report to specified legislative committees on or before December 1, 2015, and the final report on or before July 1, 2016.	Senate Transportation and Housing	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Amended: 4/7/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified.	Assembly Appropriations Suspense File	Support	The author introduced this bill for the Self-Help County Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. Proposed amendments would permit local authority, under agreement to be responsible for environmental, design and financial studies. Metropolitan Planning Organization (MPO) would operate the facility.
AB 208 Amended: 4/21/2015 pdf html	Bigelow R (Dist 5)	Vehicles: highway: lane use. Current law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make a technical, nonsubstantive change to that provision.	Senate Rules	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. Latest amendment uses term "roadway" to ensure the bill applies where bicyclist is on shoulder.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
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 2 year	Watch	This is a spot bill for which the author has not disclosed his intentions.
AB 227 Amended: 4/15/2015 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 2 year	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends P3 law.
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board, 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 2 year	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.	Senate Rules	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.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 318 Introduced: 4/14/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. This bill, until December 31, 2020, would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would require specified procedures to be followed with respect to lost or unclaimed bicycles turned in to or held by a public transit agency.	Senate Judiciary	New – Recommend Watch	This bill establishes a pilot program, until January 1, 2021, under which a public transit agency (PTA) may donate to charity a certain proportion of lost or unclaimed bicycles that go unclaimed after 45 days. Sponsored by LA Metro, which asserts holding lost bicycles for 90 days is impractical. Bicycles are large objects necessitating substantial storage process and costs.
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 year 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 2	Support	The author seeks innovative means to address mobility in the Bay region's State Route 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 2 year	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.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 464 Amended: 4/6/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Senate Rules	Support	Provides significant new local government sales tax capacity by setting local cap at 3%.
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 2 year	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 Amended: 4/20/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop a temporary license plate system to enable the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017. The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.	Assembly Appropriations Suspense File	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. This bill is sponsored by the Metropolitan Transportation Commission (MTC) to address bridge toll revenue evasion.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
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 2 year	Watch	Spot bill.
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District: strikes: prohibition. Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly 2 year	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority, 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 2 year	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.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 779 Amended: 4/14/2015 pdf html	Garcia, Cristina D (Dist 58)	Environmental quality: transit priority areas. CEQA requires the Office of Planning and Research (OPR) to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, proposed revisions to the guidelines for the implementation of CEQA to establish criteria for determining the significance of transportation impacts of projects within transit priority areas that, among other things, promote the reduction of greenhouse gas emissions. This bill would provide that the revised guidelines shall not be effective before July 1, 2017. This bill contains other existing laws.	Assembly Appropriations Suspense File	Oppose	Originally a spot bill. Now it requires OPR to delay guidelines that address other impacts of traffic in PDA's that seek to reduce GHG emissions to 2017.
AB 828 Amended: 4/20/2015 pdf html	Low D (Dist 28)	Vehicles: transportation network companies. Current law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill 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, if specified conditions are satisfied.	Senate Transportation and Housing	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.
AB 869 Amended: 4/13/2015 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.	Senate Transportation and Housing	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	This bill also includes language declaring that the Legislature intends to enact legislation to explore a two-tiered road usage charge which would provide that a person who drives a car made in 2005 or before would pay a lesser surcharge than a person who drives a newer vehicle, and would continue to pay the lesser surcharge if he or she purchases a newer, more fuel-efficient vehicle.
AB 886 Amended: 3/26/2015 pdf html	Chau D (Dist 49)	Transportation service network provider (TNSP): passenger privacy. Would prohibit a transportation service network provider, as defined, from requesting or requiring personally identifiable data, as defined, of a passenger unless the information is used for certain purposes, including establishing, maintaining, and updating a customer's account. The bill would require the transportation service network provider to provide an accountholder with an opportunity to cancel or terminate an account.	Assembly 2 year	Watch	The bill seeks to encompass not just TNCs, but all future transportation services, including taxis, which may someday adopt online-enabled applications or platforms. This bill then seeks to protect TSNP customer data consistent with PUC information practices principles by limiting its collection, use, and sharing to only purposes necessary to complete a transaction, investigate criminal activities, and maintaining a user's account.
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.	Senate Transportation and Housing	Watch	Initially a spot bill related to bicyclist laws. Now relates to motor vehicle code violation related to bicycles and diversion programs for minors.

San Francisco County Transportation Authority
June 2015

Bill #	Author	Description	Status	Position	Comments
AB 945 Amended: 5/20/2015 pdf html	Ting D (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations	Watch	The bill is intended to encourage out-of-state electric vehicle buyers to come to the factory and visit the state as part of their experience. Recent amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position.
AB 1015 Amended: 4/23/2015 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.	Senate Transportation and Housing	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Amended: 5/5/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would, for projects involving hiring, require priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Senate Rules	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
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 2 year	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment 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 2 year	Watch	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects. This would prevent the ultimate project from being fully realized without an alternate funding source.
AB 1096 Amended: 4/29/2015 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 manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. This bill contains other related provisions and other existing laws.	Senate Rules	Watch	This bill pertains to the definition of motorized bikes.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	Assembly 2 year	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, and will reach out to author and the Office of Planning & Research.
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly 2 year	Oppose	Effect of the bill is to stop progress on Initial Construction Segment (ICS) phases of High-Speed Rail project.
AB 1160 Amended: 4/14/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly 2 year	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 1164 Amended: 4/21/2015 pdf html	Gatto D (Dist 43)	State highways: evaluation and rating. Would require the Department of Transportation, in consultation with specified entities, to conduct an annual evaluation and rating of the overall quality of the state highway system and the resources needed to provide a system in good repair, 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 Appropriations Suspense File	Support	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
AB 1171 Amended: 4/21/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor 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 expressways that are not on the state highway system if the expressways 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.	Senate Rules	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway in a local sales tax expenditure plan.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 1176 Amended: 4/23/2015 pdf html	Perea D (Dist 31)	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill would require the commission and the state board to allocate no less than 50% of the available moneys under the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program to projects that provide direct benefits to or serve or are located in disadvantaged communities. In addition, This bill would appropriate \$35,000,000 from the fund to the commission to implement the Advanced Low-Carbon Diesel Fuels Access Program.	Assembly Appropriations Suspense File	Oppose	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities. MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed.
AB 1236 Amended: 4/20/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city, county, or city and 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. The bill would provide for appeal of that decision to the planning commission, as specified.	Assembly Consent Calendar	Watch	Subjects electric vehicle charging station to requirement that local governments approve installations.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
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.	Senate Transportation and Housing	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 Amended: 4/29/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Appropriations Suspense File	Support	Extends P3 law through 2030.
AB 1284 Amended: 4/8/2015 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 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 provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Senate Rules	Watch	Subjects BATA to open meeting act requirements.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 1287 Amended: 4/29/2015 pdf html	Chiu D (Dist 17)	Vehicles: parking and moving violations: cameras. Would authorize San Francisco to install forward-facing cameras to record parking violations and exclusive or preferential transit-only lane and intersection obstruction violations. The bill would require an exclusive or preferential transit-only 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 Appropriations Suspense File	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking and HOV violations.
AB 1335 Amended: 5/14/2015 pdf html	Atkins D (Dist 78)	Building Homes and Jobs Act. This bill would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.	Assembly Appropriations Suspense File	Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities.
AB 1336 Amended: 3/26/2015 pdf html	Salas D (Dist 32)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires a minimum of 25% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities. This bill instead would require a minimum of 40% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly 2 year	Oppose	The author seeks to increase the amount of cap and trade funds available for the various ongoing cap and trade programs to disadvantaged communities from 25% in current law, to 40%. MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 1360 Amended: 5/13/2015 pdf html	Ting D (Dist 19)	Charter-party carriers of passengers: individual fare exemption. This bill would exempt from these provisions that charter-party carriers charges be based on vehicle mileage or time-of-use, rideshare program operated by a transportation network company (TNC) that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone.	Senate Rules	New – Recommend Watch	TNCs have recently started services that allow riders with similar pick up locations and destinations to share a driver and carpool for a decreased fare. This bill would permit a rideshare program operated by a TNC to charge individual fares, provided that the individual fare for each passenger is less than the fare that would be charged for the same ride to a single passenger traveling alone.
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 2 year	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC). Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission 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 2 year	Watch	Spot bill relating to fiscal relationship between BATA and MTC.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
AB 1486 Introduced: 2/27/2015 pdf html	Obernoite 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 2 year	Watch	Spot bill pertaining to toll highways.
ACA 4 Introduced: 2/27/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Revenue and Taxation	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.

San Francisco County Transportation Authority

June 2015

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

San Francisco County Transportation Authority
June 2015

Bill #	Author	Description	Status	Position	Comments
<p>SB 9 Amended: 5/5/2015 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, the expansion of transit services to increase ridership, and to improve transit safety.</p>	<p>Senate Appropriations Suspense File</p>	<p>Watch</p>	<p>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.</p> <p>Amended to apply 90% of these funds for large projects that cost in excess of \$100 million; the remaining 10% would be reserved for others.</p> <p>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.</p>

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
SB 16 Amended: 5/13/2015 pdf html	Beall D (Dist 15)	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.</p> <p>Revenues are raised by a variety of mechanisms including: raises gas tax .10 cents per gal., diesel .12 cents per gal., Vehicle Registration Fee by \$35 (by \$100 for electric vehicles) and Vehicle License fee by .35%.</p>	Senate Appropriations Suspense File	Watch	<p>Latest amendments provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair.</p> <p>We generally support the author's proposal except we are concerned that the Vehicle License Fee (VLF) increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016. San Francisco currently has authorization under SB1492 (Leno) to increase the VLF up to a total of 2%, with the increment between the state's rate (currently 0.65%) and 2% going to the general fund. We are working with the Mayor's office and partner agencies to develop potential remedies related to the VLF and to seek flexibility to use funds for transit, as well.</p> <p>We also support amendments proposed by the Metropolitan Transportation Commission to commit a portion of revenue for transit state of good repair projects.</p>
SB 34 Amended: 4/22/2015 pdf html	Hill D (Dist 13)	<p>Automated license plate recognition (ALPR) systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information. This bill contains other related provisions and other existing laws.</p>	Assembly Transportation	Watch	<p>The bill is intended to enhance the automated license plate recognition end-user data collection.</p>

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
SB 39 Amended: 4/8/2015 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
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 2 year	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 64 Amended: 5/6/2015 pdf html	Liu D (Dist 25)	California Transportation Plan. Would require the California Transportation Commission (CTC) to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific action-oriented and pragmatic recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016, and every 5 years thereafter.	Assembly Desk	Watch	The bill seeks an independent review of Caltrans' 2015 California Transportation Plan and designates the CTC to prepare recommendations for statewide integrated multimodal transportation system improvements.
SB 154 Introduced: 2/2/2015 pdf html	Huiff 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 2 year	Watch	This is a CEQA spot bill.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
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 2 year	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.
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 2 year	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 2 year	Watch	Spot bill that addresses AB 32 regulatory process.
SB 192 Amended: 4/30/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.	Senate Appropriations Suspense File	Watch	The bill originally mandated that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel. Amended to require a study by CHP of helmet use.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
SB 254 Amended: 4/22/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. This bill would revise and recast provisions related to highway relinquishments to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation. The bill would authorize the commission to relinquish to a county or a city a portion of a state highway that is not part of the interregional road system, if the department has entered into an agreement with the county or city providing for the relinquishment and the road has been placed in a state of good repair. The bill would delete the requirement that good repair includes maintenance.	Assembly Floor	New – Recommend Watch	The bill is intended to streamline the present highway relinquishment process, eliminating the need for legislative approval for state segments NOT on the Interstate System or Interregional Road system, subject to an agreement between the local agency and Caltrans and subject to approval by the California Transportation Commission.
SB 321 Amended: 4/23/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, 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 Third Reading	Support	This bill would provide more flexibility to the Board of Equalization in establishing the 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

June 2015

Bill #	Author	Description	Status	Position	Comments
SB 413 Amended: 4/16/2015 pdf html	Wieckowski D (Dist 10)	Public transit: prohibited conduct. Current law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor. This bill contains other related provisions and other existing laws.	Senate Third Reading	Support if Amended	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons. SFMTA has requested our support for this bill to decriminalize youth fare evasion. Adopted a support if amended position with direction to seek an amendment to provide relief for minors from having infractions on their permanent records, which was a concern for Finance Committee members last month.
SB 433 Amended: 5/7/2015 pdf html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Senate Third Reading	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
SB 491 Amended: 4/22/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	Assembly Desk	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
SB 508 Amended: 5/12/2015 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.	Assembly Transportation	Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.
SB 516 Amended: 5/22/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.	Senate Third Reading	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Assembly Transportation	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor. SFMTA has also adopted a support position on this bill.

San Francisco County Transportation Authority

June 2015

Bill #	Author	Description	Status	Position	Comments
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate 2 year	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 2 year	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 2 year	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
June 2015

Bill #	Author	Description	Status	Position	Comments
SB 760 Amended: 5/11/2015 pdf html	Mendoza D (Dist 32)	Distressed watershed: urban greening. Proposition 1 makes available \$100,000,000 of the bond proceeds, upon appropriation by the Legislature, for projects to protect and enhance an urban creek and its tributaries that meets certain requirements. This bill would require a public agency receiving an appropriation from the \$100,000,000 to give priority to projects that are located in, or directly adjacent to, a disadvantaged community within a distressed watershed and that may also provide greenspace or other venues for physical activities.	Senate Appropriations Suspense File	New – Recommend Delete from Matrix	The bill sought to create a new Disadvantaged Community Enhancement Program within the Strategic Growth Council that would provide grants for enhancement programs to reduce GHG emissions and provide environmental benefits to disadvantaged communities. Previously adopted an oppose position but recommending removing it from the matrix as it has been amended to apply to Urban Creek funds under Prop 1.
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 2 year	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 Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.

Total Measures: 83

Total Tracking Forms: 83



CITIZENS ADVISORY COMMITTEE

By-Laws

ARTICLE I – ~~MEMBERSHIP~~ AUTHORITY

Section 1. ~~Per Section 5.3 of the Transportation Authority's Administrative Code, t~~The eleven (11) members of the Citizens Advisory Committee (CAC) are appointed by the San Francisco County Transportation Authority (~~SFCTA~~Transportation Authority) to advise the ~~SFCTA~~Transportation Authority on the development and implementation of the ~~Transportation~~ Expenditure Plan ~~and the Traffic Congestion Management Plan.~~

ARTICLE II – MEMBERSHIP

Section 21. ~~Per the Transportation Authority's Administrative Code,~~ CAC members shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists and the neighborhoods. ~~The Committee members shall be residents of San Francisco and shall serve for two-year periods.~~

Section 2. ~~Per the Transportation Authority's Administrative Code, any member who is absent for four of any twelve regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period. Any terminated member who wishes to be reappointed shall contact his or her district Supervisor and shall reappear before the Plans and Programs Committee to speak on his or her behalf.~~

ARTICLE III – OFFICERS

Section 1. The Officers of the CAC shall be a Chairperson and a Vice-Chairperson. Their duties shall be as follows:

Chairperson: Presides over CAC meetings; develops the monthly meeting agenda; appoints subcommittees and subcommittee chairpersons; represents the CAC's actions and decisions to the ~~SFCTA~~Transportation Authority, appropriate agencies, and to the community at large, or designates other CAC members to perform these duties.

Vice-Chairperson: Presides over the CAC meetings in the absence of the Chairperson; conducts the other duties of the Chairperson in his/her absence.

Section 2. ~~Nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (e.g. December) in order to be eligible for election at the first CAC meeting of the following year (e.g. January). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet.~~

Section 23. Selection of Officers shall be made as follows:

Chairperson: The Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected

Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, the Vice-Chairperson will serve as Chairperson ~~until the following January for the remainder of the term.~~

Vice-Chairperson: ~~This Officer~~ The Vice-Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, the ~~Committee-CAC will shall~~ hold an election at the next regular meeting of the CAC for a Vice-Chairperson to serve out the remainder of the term.

ARTICLE ~~III~~ IV – MEETINGS

Section 1. The regular meetings of the CAC shall be held on the fourth Wednesday of each month at 6:00 p.m. ~~in at~~ the Transportation Authority offices. ~~s at 100 Van Ness Avenue, 26th Floor, San Francisco, California.~~

Section 2. The CAC meetings are subject to the Ralph M. Brown Act and the ~~City's~~ Sunshine Ordinance.

~~Section 3. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable and in which they are not inconsistent with these by-laws, the Transportation Authority's Administrative Code and any special rules of order the CAC may adopt. A quorum is defined as a majority of currently appointed members.~~

~~Section 3. Any member who is absent for four (4) of any twelve (12) regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period.~~

ARTICLE ~~IV~~ V – SUBCOMMITTEES

Section 1. Subcommittees and Ad Hoc Committees may be established by the Chairperson as necessary.

Section 2. Each Subcommittee shall consist of at least three but not more than five (3) CAC members appointed by the CAC Chairperson.

~~ARTICLE V – PARLIAMENTARY AUTHORITY~~

~~The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable and in which they are not inconsistent with these by-laws, the SFCTA Administrative Code and any special rules of order the CAC may adopt. A quorum is defined as a majority of currently appointed members.~~

ARTICLE VI – AMENDMENT OF BY-LAWS

These by-laws may be amended at any regular meeting of the CAC by a two-thirds ~~(2/3)~~ vote of the CAC members present and voting, and constituting not less than a majority of the CAC members appointed, provided that the amendment has been submitted in writing at the previous regular meeting.

ARTICLE VII – CONFLICT OF INTEREST

Per the Transportation Authority's Administrative Code, ~~t~~he CAC members serve without any compensation. There shall be no personal or monetary gain by members of the CAC as a result of their membership and actions on the CAC.

ARTICLE VIII – CONDUCT OF MEMBERS

No CAC member shall directly or indirectly by any form of words impute to another CAC member or to other CAC members any conduct or motive unworthy or unbecoming of a CAC member.

ARTICLE ~~VIII~~ IX – MAJORITY/MINORITY REPORTS

CAC members may ~~elect to~~ present separate reports on decisions and actions by the CAC under the following circumstances: A majority report will reflect at least two-thirds ~~(2/3)~~ of the CAC members present and voting, and constituting not less than a majority of CAC members. A minority report will reflect at least ~~twenty five percent~~ one-fourth (25%) of the CAC members present and voting.

Rev. Month Day, 2015



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Memorandum

Date: 06.19.15

RE: Citizens Advisory Committee
June 24, 2015

To: Citizens Advisory Committee

From: Maria Lombardo – Chief Deputy Director *mel*

Subject: **ACTION** – Adopt a Motion of Support to Authorize the Executive Director to Execute a Partial Release of the Transportation Authority's Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of Parcel F by the Transbay Joint Powers Authority

Summary

The Transportation Authority granted the Transbay Joint Powers Authority (TJPA) Prop K sales tax funds to acquire 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street properties in February 2009 and January 2011 respectively. The Metropolitan Transportation Commission also contributed funds toward 568 Howard Street. Each Prop K grant required a Quitclaim Agreement, allowing the transfer of TJPA's interest in these properties to the Transportation Authority if the Transbay Transit Center was not constructed as planned. In September 2015, TJPA is planning to conduct an auction of the real estate known as "Parcel F" which includes portions of Transbay Parcel F, 75 Natoma, 546 Howard, and portions of the aforementioned parcels for which the Transportation Authority has a Quitclaim Agreement (See Attachment 1). The consolidation of these parcels into a larger Parcel F will maximize the value and usefulness of the property. Revenues from the sale of Parcel F, which originally were earmarked for Phase 2 (Caltrain Downtown Extension) of the project, will be used to fund construction of Phase 1 once the bridge loan from Goldman Sachs has been repaid. TJPA anticipates the receipt of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in Fiscal Year 2016, and this is part of a strategy to fill an estimated \$225.1 million funding increase in Phase 1 costs over the \$1.9 billion Phase 1 budget approved in July 2013. The estimated budget increase was presented to the TJPA Board on June 19, with the very active construction market being cited as a key contributing factor. TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. In the meantime, TJPA will be able to obtain more information on costs for bid packages not yet awarded and will continue to refine its strategy to close the funding gap with project partners.

BACKGROUND

The Transbay Transit Center/Caltrain Downtown Extension (TTC/DTX) consists of three interconnected elements: replacing the outmoded terminal with a modern terminal; extending Caltrain 1.3 miles from Fourth and King streets to the new TTC at First and Mission Streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood with 3,000 new homes (35 percent of which will be affordable) and mixed-use commercial development.

The total program budget is currently estimated at \$4.5 billion in year-of-expenditure dollars. In May 2010, the Transbay Joint Powers Authority (TJPA) Board adopted a \$1.6 billion budget for Phase 1, which consists of the TTC, bus and pedestrian ramps, and the train box, which is the underground portion of the TTC building that will house the Caltrain and high-speed rail station. On July 11, 2013, the TJPA Board approved a revised budget of \$1.9 billion for Phase 1 of the project. This revision was to respond to drastically changed market conditions, modifications necessitated by an updated Risk and Vulnerability Assessment, and resetting contingencies and program reserve at prudent levels. TJPA funding strategy to cover the cost increase and resulting \$1.9 billion Phase 1 budget involved a combination of value engineering, phasing, identification of funding and financing strategies, and reducing costs by re-bidding the steel superstructure.

Phase 1 is under construction and bus operations in the new Transbay Transit Center are scheduled to start in August 2017. The current estimate for Phase 2 (DTX) is \$2.6 billion. Work on Phase 2 is on hold due to a significant funding gap. TJPA is exploring the feasibility of alternative project delivery options, including Public Private Partnership (P3) as a means to reduce cost and accelerate delivery. The Transportation Authority, the City and County of San Francisco, and other funding partners are working with TJPA to advance strategies to close the funding gap for Phase 2.

TTC/DTX is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. The Expenditure Plan specifies that the TTC and the DTX are to be built as a single integrated project. To date, the Transportation Authority has allocated \$174 million in Prop K funds to the project, in addition to state Regional Improvement Program funds.

DISCUSSION

The purpose of this memorandum is to brief the Citizens Advisory Committee (CAC) on the request for a motion of support to authorize the Executive Director to execute a release of the Transportation Authority's reversionary interest in the 77-79 Natoma Street and 564 and 568 Howard Street parcels to be sold as part of "Parcel F" by TJPA. Parcel F is an aggregation of several parcels. It includes all or most of the formerly State-owned Parcel F, acquired from the California Department of Transportation (Caltrans), 75 Natoma and 546 Howard Streets, funded by the Metropolitan Transportation Commission (MTC), portions of 77-79 Natoma (Resolution 08-47) 564 Howard Street (Resolution 14-29) and 568 Howard Street (Resolution 14-29), funded by the Transportation Authority. Parcels 81-83 Natoma Street, which were also purchased using Prop K funds are intended to be used by the project and will not be included in the sale of the aggregated Parcel F.

Parcel F contains approximately 29,000 square feet of net developable area. It is located mid-block between First, Second, Howard, and Natoma Streets, directly across from the new Transbay Transit Center. The height limit is generally 750 feet and Parcel F is zoned for at least two-thirds commercial use. Parcel F will have the opportunity to connect to the 5.4 acre rooftop park on the Transit Center by a pedestrian bridge.

Quitclaim Agreements: Upon funding the acquisition of the properties, the Transportation Authority and TJPA entered into Agreements for Quitclaim of Interest to revert the interest in these properties to the Transportation authority if 1) TJPA abandoned the Transbay Transit Center project by a vote of its Board prior to commencement of actual passenger bus service at the project site, or 2) Caltrans filed a written notice of its intent to exercise its Power of Termination to re-take title to the formerly State-owned parcels for failure to construct the project on a timely basis. Thus, the Transportation Authority's reversionary interest in the properties purchased through the grants will expire when the Transbay

Transit Center is completed in late 2017. Caltrans and MTC entered into similar agreements with TJPA for right of way acquisitions which they funded. The intent of the quitclaim agreements is to protect the interests of the funding programs (e.g. Prop K) in the event the project was not completed.

With the first phase of the project nearing completion, scheduled for late 2017, and the opportunity to maximize land sale proceeds by creating a more attractive parcel, TJPA has requested the removal of the reversionary language from portions of several properties purchased with Prop K funds (see Attachment 1). TJPA has requested that the Transportation Authority approve the changes to the Quitclaim Agreements in July so that Parcel F can be sold at a live auction scheduled for September 2, 2015.

Maximizing the proceeds from the sale of Parcel F is critical to close an anticipated Phase 1 cost increase (see below) and to manage cashflow of anticipated expenditures for the project. With respect to the latter, TJPA secured a \$171 million loan through the Transportation Infrastructure Finance and Investment Act (TIFIA) for the implementation of the Transbay Transit Center., anticipated to be received in late 2015 or early 2016. To ensure the project construction stayed on schedule prior to receiving the TIFIA loan disbursement, TJPA negotiated and closed on an interim bridge financing with Goldman Sachs Bank USA and Wells Fargo Securities LLC (Goldman Sachs) in January 2015. To accommodate offering former State-owned Parcel F as partial security for the bridge loan with Goldman Sachs, Caltrans released its Power of Termination over this property at the closing of the bridge loan, and TJPA deposited approximately \$124.5 million into a trust account to be used for project construction. Similarly, MTC released its reversionary interest in the parcels it funded at the close of the bridge loan, except for the 568 Howard parcel. TJPA has asked MTC to release its interest in the 568 Howard parcel. MTC staff has indicated that this action will go to its Programming and Allocations Committee on July 8 and to the full commission for approval on July 22.

Anticipated Phase 1 Cost Increase: At a special meeting on June 19, TJPA staff presented an anticipated Phase 1 cost increase of \$225.1 million over the \$1.9 billion Phase 1 budget approved in July 2013. The staff presentation cites the very active construction market, which is limiting competition and driving up costs as a key contributing factor. TJPA staff have been working with the City and other funding partners, including the Transportation Authority, on a strategy to close the anticipated funding gap. Thus far, that strategy includes land sales (including Parcel F), continued value engineering, scope deferral, and seeking additional funds (e.g. sponsorship, discretionary grants, more funding from the existing Mello-Roos district). TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. Over the next few months, TJPA will be able to obtain more information on costs for several bid packages not yet awarded and will continue to refine a strategy to close the estimated project funding shortfall with project partners.

We plan to bring a project update to the Plans and Programs Committee on July 21 and to the CAC on July 22 when we have better information available on the anticipated cost increase and strategy to close the Phase 1 funding gap. We are very supportive of the proposed additions to Parcel F to maximize its resale value and the September auction. We note that while this makes eminent sense as a means of closing the Phase 1 funding gap, the net result is reducing funds that were originally committed to Phase 2. Further tapping into the Mello-Roos funds, if needed, would have the same effect.

ALTERNATIVES

1. Adopt a motion of support to authorize the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street,

- 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA, as requested.
2. Adopt a motion of support to authorize the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA, with modifications.
 3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

There is no impact on the Transportation Authority's adopted budget by the recommended action. The Quitclaim Agreements were put into place to protect the interests of the Prop K Expenditure Plan in the event that the Transbay Transit Center project is cancelled. As noted above, the Transbay Transit Center is currently under construction and the intent of the recommended action is to maximize revenues available from the sale of Parcel F to fill an anticipated funding shortfall for the Transbay Transit Center.

RECOMMENDATION

Adopt a motion of support to authorize the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA.

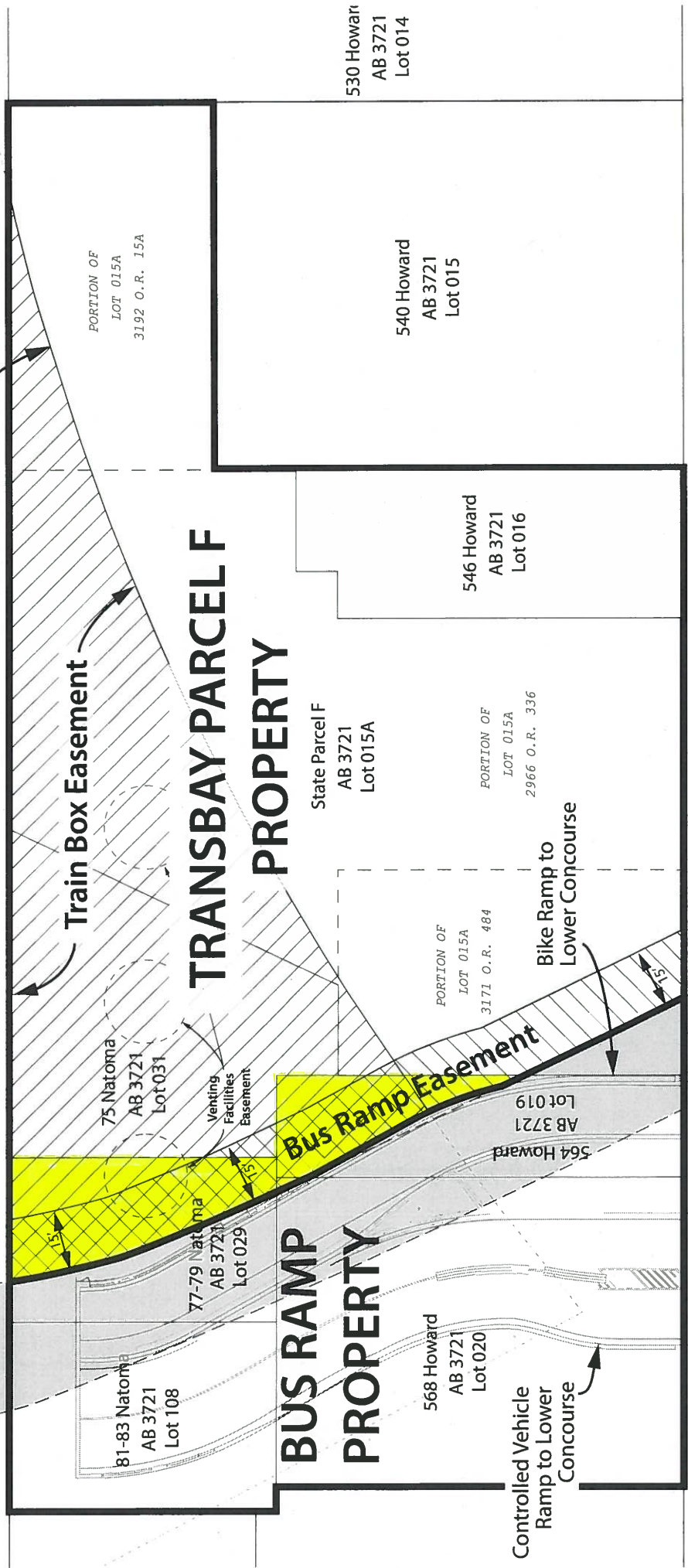
Attachment:

1. Exhibit indicating the locations of the properties that aggregate into a single Parcel F to be auctioned by TJPA in September 2015.

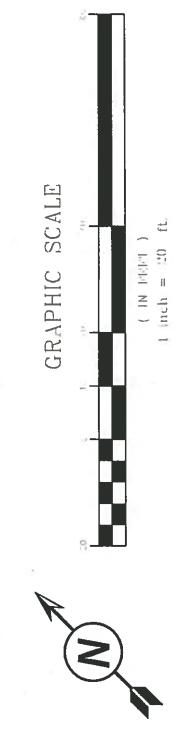
Transbay Transit Center

Natoma St

Outside Face of Train Box Shoring Wall



SITE PLAN PARCEL F PROPERTY





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Memorandum

Date: 06.19.15 **RE:** Citizens Advisory Committee
June 24, 2015

To: Citizens Advisory Committee

From: Maria Lombardo – Chief Deputy Director *mel*

Subject: **ACTION** – Adopt a Motion of Support for the Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Citizens Advisory Committee (CAC). The Transbay Joint Powers Authority (TJPA) is requesting \$14.2 million to support construction management and oversight of the Transbay Transit Center, program management and program controls, and property management of parcels owned by TJPA. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million to fund conceptual engineering and final design of near-term (Phase 1) improvements for Geary Corridor Bus Rapid Transit (BRT) and \$6.8 million for the project's conceptual engineering report (30% design) which includes a \$471,920 appropriation for our environmental review work. SFMTA is also requesting operating funds for the paratransit program; design of pedestrian safety improvements along the Lombard Street corridor (a Neighborhood Transportation Improvement Program (NTIP) project); signal upgrades and related infrastructure improvements at 32 intersections (including 10 WalkFirst locations) in the Franklin and Divisadero corridors; signal upgrades in the Van Ness Avenue corridor including SFgo intelligent transportation system communications infrastructure; and an NTIP project to construct pedestrian safety and transit stop improvements in the Potrero Hill neighborhood. We are requesting an appropriation of \$50,000 to satisfy an existing commitment to allocate to cover Caltrain and San Mateo C/CAG's planned contribution to the study since we've been unsuccessful in securing those funds and the study is nearly completed. Finally, with Public Works' support, we are requesting appropriation of \$75,000 to provide advisory support during the design phase of the 19th Avenue City Combined Project, ensuring continuity and providing technical support as the project transitions to Public Works' lead.

BACKGROUND

We have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Citizens Advisory Committee (CAC) at the June 24, 2015 meeting, for potential Board approval on July 28, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Downtown Extension to Rebuilt Transbay Terminal
- Paratransit
- Visitacion Valley Watershed
- Upgrades to Major Arterials

- Traffic Calming
- Signals & Signs
- Traffic Calming
- Transportation Demand Management/Parking Management

Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from each of these categories except Downtown Extension to Rebuilt Transbay Terminal and Paratransit, both of which are single-project categories programmed directly in the Prop K Strategic Plan.

DISCUSSION

The purpose of this memorandum is to present ten Prop K requests totaling \$39,452,852 to the CAC and to seek a motion of support to allocate or appropriate the funds as requested.

Attachment 1 summarizes the 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 is included in the attached Allocation Request Forms.

The allocations include about \$14.2 million in funds for construction management and oversight, program management and program controls, and property management of parcels owned by the Transbay Joint Powers Authority (TJPA) for the Transbay Transit Center project. On June 19, the TJPA Board held a special meeting where one of the items discussed was an anticipated \$225.1 million increase over the \$1.9 billion Phase 1 budget adopted in July 2013. The increase is largely attributed to the active construction market which is limiting competition and driving up costs. TJPA plans to prevent a revised budget and a plan to close the Phase 1 funding gap in September 2015. Some additional details are provided in another TJPA related agenda item (Item #7). We plan to provide a Transbay Transit Center/Downtown Extension project update to the July 21 Plans and Programs Committee and July 22 CAC meeting, when additional detail will be available on the anticipated cost increase and plan to address it.

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

Representatives from sponsor agencies will attend the CAC meeting to answer questions.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, 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 \$38,780,932 and appropriate \$671,920 in Fiscal Year (FY) 2015/16 Prop K funds, with conditions, for a total of ten requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The FY 2015/16 Prop K Allocation Summary (Attachment 4) shows the total approved FY 2015/16 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 proposed FY 2015/16 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 \$38,780,932 in Prop K Funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

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

Enclosure:

1. Prop K Allocation Request Forms (10)

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	1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946		\$ 2,596,446	82%	24%	Design	1, 2, 3, 5, 6	
Prop K	1	SFMTA/SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390		\$ 47,300,472	82%	86%	Environmental, Design	1, 2, 3, 5, 6	
Prop K	5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000		\$ 14,794,000	86%	4% for current request; 93% for overall project	Construction	6	
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 21,180,861	27%	52%	Operations	Citywide	
Prop K	27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		\$ 803,798	68%	94%	Planning	10, 11	
Prop K	30	SFCTA	19th Ave Combined City Project	\$ 75,000		\$ 75,000	83%	0%	Design	4, 7	
Prop K	30, 38	SFMTA/SFCTA	Lombard Street Corridor [NTIP Capital]	\$ 646,586		\$ 933,286	67%	31%	Design, Construction	2	
Prop K	33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920		\$ 4,502,080	41%	30%	Construction	2, 5	
Prop K	33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000		\$ 16,275,000	41%	86%	Construction	2, 3, 5, 6	
Prop K	43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000		\$ 380,108	54%	84%	Construction	10	
			TOTAL	\$ 39,452,852	\$ -	\$ 108,841,051	62%	63%			

Attachment 1: Summary of Applications Received

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); TJPA (Transbay Joint Powers Authority).
- 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
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	Prop K funds would be used for the conceptual engineering report and final design for the near-term Initial Construction Phase Geary Bus Rapid Transit improvements. Anticipated near-term improvements, which are just preliminary until a Locally Preferred Alternative is selected and environmental clearance is complete, include: colorized bus-only lanes; bus and pedestrian bulb-outs, traffic signal improvements, a road re-design and pedestrian crossing improvements in the Japantown area, right-turn pockets, and bus stop changes to improve operations. These improvements are a subset of those proposed under the full BRT project.
1	SFMTA/ SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	Prop K funds would be used to generate a Conceptual Engineering Report (CER) for the Phase 2 (Full) Geary Bus Rapid Transit (BRT) Project, bringing the engineering design of the project to 30%. BRT improvements include colorized bus-only lanes, new medians, new stations, pedestrian and bus bulbs, traffic signal improvements, right-turn pockets, bus stop changes to improve operations, and pedestrian crossing enhancements. The funds would provide for SFMTA and Public Works staff time to develop the 30% design, including a street survey, curb layouts, identification of related sewer and water utility work, and electrical design for signals and street lights. Funds also provide for SFCTA staff and consultant needs to complete the environmental 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
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	Requested funds will be used to support Fiscal Year 2015/16 consultant services for Construction Management and Oversight (CMO) (\$7,450,000), Program Management/ Program Controls (PMPC) (\$6,750,000), and Property Management (\$20,000). CMO consultant manages the construction phase of the Transbay Transit Center. PMPC consultant assists TJPA staff in managing the full Transbay Transit Center program. Property management consultant manages TJPA-owned real properties, including 580 Howard Street.
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Prop K funds would provide 48% of the cost of the Paratransit program broker contract in Fiscal Year 2015/16. The broker contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The Fiscal Year 2015/16 Paratransit program budget includes operational changes to reduce passenger trip times on group vans, changes which were advocated for by Commissioner Yee and other stakeholders.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		Prop K funds would fulfill a commitment approved in November 2014 (Res. 15-17) to cover City/County Association of Government of San Mateo County's (C/CAG's) and Peninsula Corridor Joint Powers Board's (Caltrain's) contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). The Study is nearing completion (e.g. final report going to the Board for approval in July). We are requesting appropriation of the funds to fully cover our costs for the study given that we were unsuccessful in securing the funds from Caltrain and C/CAG.
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	SFPW has asked SFCTA staff to provide technical support (in an advisory role) during the design phase to help provide continuity to the project management team as the project transitions from the SFCTA to SFPW lead. The project will implement transit, signal, and pedestrian improvements, along with water and sewer improvements, on 19th Avenue from Lincoln Way to Holloway Avenue. SFCTA's advisory role will coincide with project design, which begins summer 2015 and is anticipated to be completed by December 2016.
30, 38	SFMTA/ SFCTA	Lombard Street Corridor [NTIP Capital]	\$ 646,586	\$ -	Requested funds are intended to match Active Transportation Program funds and will be used to design pedestrian improvements, including curb bulbouts at five intersections. \$33,000 will be used to construct new continental crosswalks and leading pedestrian interval signal timing ahead of the larger project. \$75,000 will be used for Transportation Authority project support. SFMTA and SFPW are coordinating this project with an SFPUC utility project and all work would be complete prior to a Caltrans paving project in 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	Funds will be used to upgrade the signal infrastructure at 29 intersections on the Franklin Street corridor and 3 intersections on the Divisadero Street corridor. Ten of these intersections are WalkFirst locations. Upgrades include new or upgraded wiring, Pedestrian Countdown Signals, Accessible Pedestrian Signals pushbuttons, larger signal heads, poles and mast-arms, signal controllers at the three locations. Design was funded by Prop K and Prop AA. SFMTA will begin construction in September 2015 and all project elements will be open for use by December 2016. See the map of intersections on page 15 of the allocation request form.
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	Sales tax funds will be used to improve traffic signal infrastructure and to enhance transit on-time performance along the Van Ness corridor, between Mission and Bay Streets. SFMTA will upgrade traffic signal equipment including new traffic signal conduits, mast arms, traffic and pedestrian signal heads, accessible pedestrian signals, transit signal priority, and install a new communications network. The project will be implemented as part of the Van Ness Corridor Transit Improvement Project (including Van Ness Bus Rapid Transit) through a Construction Manager/General Contractor contracting method with the anticipated completion date of late 2018.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [N/TIP Capital]	\$ 60,000	\$ -	Prop K funds will leverage Lifeline funds programmed by the SFCTA to improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan (to be considered for adoption by SFCTA Board on June 23), in partnership with the Planning Department and BRIDGE Housing. Construction is anticipated to start in October and be completed by the end of this year.
TOTAL			\$ 39,452,852	\$ -	

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
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	<p>5YPP Amendment: Our recommendation is contingent upon an administrative 5YPP amendment to reprogram the requested funds from the planning/conceptual engineering phase of the Geary BRT project to the detailed design phase for Phase 1.</p> <p>Special Conditions: Reimbursement is contingent upon execution of a transition plan agreement between the SFMTA and SFCTA (anticipated July 2015).</p>
1	SFMTA/ SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	<p>Multi-phase (design and environmental phases due to overlap and desire to advance design) and multiple-sponsor allocation/appropriation. 5YPP Amendment: The recommended allocation is contingent upon an administrative 5YPP amendment to reprogram \$6,319,470 from the planning/conceptual engineering phase to the Phase 2 detailed design phase and \$471,920 to the environmental review phase.</p>
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000	\$ -	
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	
30, 38	SFMTA/ SFCTA	Lombard Street Corridor [NTIP Capital]	\$ 646,586	\$ -	<p>5YPP Amendment: Our recommendation is contingent on a 5YPP amendment to reprogram a total of \$171,586 from the Arterials and Commercial Corridors Track in the Traffic Calming category to Lombard Street Corridor in Fiscal Year 2015/16, and a 5YPP amendment to reprogram \$475,000 in Fiscal Year 2015/16 funds from Neighborhood Transportation Improvement Program (NTIP): Placeholder to subject project in the Other Upgrades to Major Arterials 5YPP.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	Commitment to Allocate: Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the construction phase of the project (Resolution 15-41).
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000	\$ -	
TOTAL			\$ 39,452,852	\$ -	

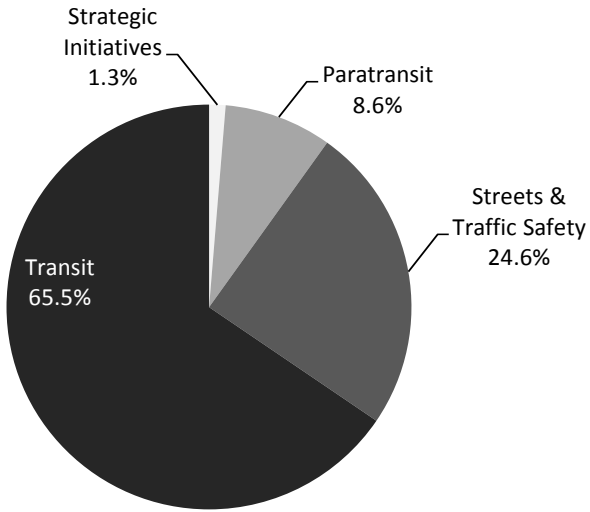
¹ See Attachment 1 for footnotes.

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

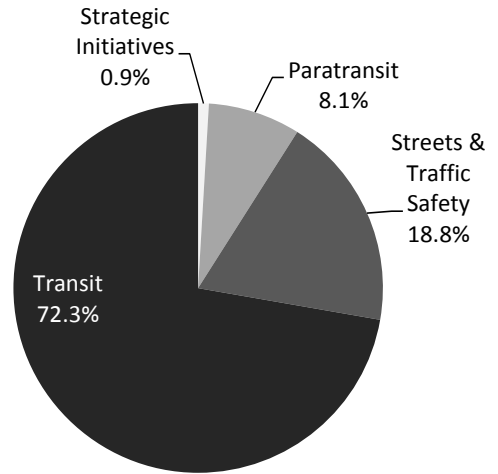
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 74,245,786	\$ 55,430,543	\$ 18,815,243	\$ -	\$ -	\$ -
Current Request(s)	\$ 39,452,852	\$ 32,982,071	\$ 5,720,781	\$ 750,000	\$ -	\$ -
New Total Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





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Memorandum

Date: 06.19.15 **RE:** Citizens Advisory Committee
June 24, 2015

To: Citizens Advisory Committee

From: David Uniman – Deputy Director for Planning *D+ll*

Subject: **ACTION** – Adopt a Motion of Support for the Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is seeking consultant services to support the Freeway Corridor Management Study (FCMS) Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies. This work stems from Phase 1 of the FCMS, which documented the project's goals and a range of potential strategies. The Transportation Authority Board adopted the FCMS Phase 1 report in March 2015. Phase 2 will be the performance-based technical analysis of strategies and produce recommended strategies and an implementation plan. On May 8, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning and engineering services for Phase 2 of the project. By the June 8, 2015 deadline, we received four proposals. A review panel comprised of Transportation Authority, San Francisco Municipal Transportation Agency, and California Department of Transportation staff reviewed the proposals and interviewed three firms on June 17, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm, AECOM Technical Services, Inc.

BACKGROUND

The 2013 San Francisco Transportation Plan (SFTP) identified the need for a freeway corridor management strategy to manage expected future travel demand growth and improve the performance of the US-101 and I-280 corridors. The San Francisco Freeway Corridor Management Study (FCMS) is a performance-based assessment of strategies to meet those broad goals in the near- and medium-terms.

In 2014, California Department of Transportation (Caltrans) awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority in the amount of \$300,000 to conduct the FCMS. In September 2014, the Transportation Authority approved Resolution 15-09, appropriating \$300,000 in Prop K funds to serve as local match for the Caltrans grant.

The FCMS is divided in two phases. In March 2015, the Transportation Authority Board unanimously approved the FCMS Phase 1 Report. This report set the foundation for the technical analysis in Phase 2. It described the existing and planned management strategies for US-101 and I-280, proposed a goals-based evaluation framework for the subsequent technical analysis, and identified the range of potential freeway management strategies to be analyzed. Phase 2 will be the performance-based technical analysis of strategies, producing recommended strategies and an implementation plan. The Transportation Authority seeks planning and engineering professional services to support this next phase of work.

DISCUSSION

The purpose of this memorandum is to summarize the procurement process and recommend the award of a two-year contract for planning and engineering services for the FCMS Phase 2 to AECOM Technical Services, Inc. (AECOM). The main objective of this phase of the FCMS is to produce, through a performance-based technical analysis and screening of policy and physical (routing and configuration) alternatives, a recommended freeway corridor management strategy for the City and County of San Francisco and an accompanying implementation plan. The overall project budget for this phase is approximately \$500,000, with approximately \$200,000 from a prior Prop K appropriation for FCMS and \$300,000 from a Caltrans Partnership Planning for Sustainable Transportation grant. Our schedule anticipates completion of initial alternative screening, developing a short list of strategies on which the study will focus by December 2015, and final study completion, including implementation recommendations, in December 2016.

Procurement Process: We issued a Request for Proposals (RFP) for planning and engineering services on May 8, 2015. We held a pre-proposal conference on May 14, 2015, which provided opportunities for small businesses and larger firms to meet and form partnerships. 23 firms attended the conference.

For this contract, we established a Disadvantaged Business Enterprises (DBE) goal of 16%, accepting DBEs certified by the California Unified Certification Program. We took steps to encourage participation from DBE, including advertising in six local newspapers: Nichi Bei Weekly, Small Business Exchange, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, and The Western Edition. We also distributed the RFP to certified DBEs and Local Business Enterprises, the Bay Area and cultural Chambers of Commerce, and the Small Business Council.

By the due date of June 8, 2015, we received four proposals. The review panel consisting of Transportation Authority, the San Francisco Municipal Transportation Agency, and Caltrans staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposers' understanding of project objectives, technical and management approach, and capabilities and experience. The panel interviewed three teams on June 17, 2015. Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of AECOM. The recommended team distinguished itself on the basis of: 1) its strong technical management approach reflecting a clear understanding of study objectives and a strong plan to apply the team's knowledge to move quickly and efficiently through the feasibility screening and technical analysis processes; 2) its capabilities and experiences including the project manager and team members' successful completion of other similar projects, including the I-580 Express Lanes project for the Alameda County Transportation Commission and the I-680 Express Lanes project for the Bay Area Infrastructure Financing Authority; and 3) the team members' ability and previous experience in addressing specific technical questions posed in the RFP, including an analysis of the impact of employee shuttles on managed-lane facilities and successfully providing a robust operations analysis.

All teams' proposals exceeded the 16% DBE goal. The AECOM team has pledged a total DBE utilization of 18% through Asian Pacific-owned, San Francisco-based firm CHS Consulting Group.

ALTERNATIVES

1. Adopt a motion of support for the award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.

2. Adopt a motion of support for the award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Budget for services identified in this contract will be provided by funds from a Caltrans Partnership Planning for Sustainable Transportation grant as well as Prop K sales tax funds appropriated through Resolution 15-09. The first year's activity is included in the proposed Transportation Authority's Fiscal Year 2015/16 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Adopt a motion of support for the award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. San Francisco Freeway Corridor Management Study Phase 2 Scope of Services

Attachment 1
San Francisco Freeway Corridor Management Study Phase 2
Scope of Services

BACKGROUND

Project Background and Purpose

The 2013 San Francisco Transportation Plan identified San Francisco's need for a Freeway Corridor Management Study (FCMS). In addition to existing mobility and livability conditions that warrant improvement, San Francisco's US-101 and I-280 freeway corridors are forecast to face high growth in demand for travel between now and 2040. San Mateo and Santa Clara Counties are currently developing and implementing management strategies along these corridors, and the state and region are revising freeway management plans for California and for the Bay Area, respectively. The San Francisco FCMS is a performance-based evaluation of a range of freeway corridor management strategies, from signage and striping to high-occupancy vehicle (HOV) or Express Lanes.

Phase 1 of the FCMS documented the project's background, outlined goals and objectives, identified a range of potential strategies for achieving those goals, and described the existing institutional and regulatory framework in which San Francisco initiates this effort. The goals and objectives identified in Phase 1 will serve as the criteria by which strategies carried forward to Phase 2 will be evaluated. These goals include:

- Improve San Francisco freeway corridors' ability to move people to support economic competitiveness and accommodate existing and new residents and workers
- Improve trip reliability for all freeway corridor users and modes
- Improve travel mode choices for trips on freeway corridors that start or end in San Francisco
- Support coordinated and integrated strategies and plans across jurisdictional boundaries, including Caltrans, MTC, and adjacent counties
- Reduce freeway corridor emissions
- Ensure safe, equitable, and balanced local arterial and freeway operations while minimizing impacts on neighborhoods

In March 2015, the Transportation Authority Board adopted the FCMS Phase 1 Final Report and its recommended alternative.

Existing Work Products

The FCMS Phase 1 Final Report and its appendices are available on the Transportation Authority website at <http://www.sfcta.org/sf-freeway-corridor-management-study>, and should be reviewed prior to commencing work. The body of the report includes information pertaining to potential operational and technological strategies for follow-up exploration in Phase 2 of the study. Appendix A-4 contains a detailed review of the current institutional context for managed lanes policy and systems development in San Francisco, including approval and financial responsibilities.

Project Organization

The Transportation Authority will be the lead agency for this phase of work. Other participating agencies include Caltrans, and SFMTA. Roles include:

- **Transportation Authority:** lead agency, including overall project management; lead for public, stakeholder, and policy-maker outreach; lead for inter-agency coordination; and management of consultants
- **Caltrans:** technical review
- **SFMTA:** review of proposed designs including lane and intersection configurations, traffic controls and any effects on local streets and arterials, including transit lanes; review of traffic analysis

SCOPE OF SERVICES

The Transportation Authority seeks consultant services to support the Freeway Corridor Management Study Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US 101/I-80 and a portion of I-280 for opportunities to provide a managed lane on those corridors that may be restricted by occupancy or price, opportunities to manage ramp access to the freeways, as well as opportunities for other demand-and/or information-based management strategies. A study area will be confirmed through early tasks, but for purposes of this procurement should be assumed to be the US 101 corridor from the San Francisco / San Mateo County Line to the Central Freeway and the I-280 corridor from US 101 to 6th and King Streets. Additional adjacent freeway corridor segments, such as I-80, may be included in the analysis related to certain tasks for operational modeling purposes. **The Transportation Authority has budgeted up to \$400,000 for this contract.**

Project Schedule: The Transportation Authority desires that all tasks outlined in this scope of services be completed within two years from the execution of contract with the selected consultant.

General: The Consultant shall provide qualified planners, engineers and other professionals to provide the requested services. All management, planning, engineering and design tasks are to be performed in accordance with applicable federal, state and local criteria and guidelines. By submitting a proposal to provide services, the Consultant represents itself as fully qualified to provide the requested services and knowledgeable concerning laws, regulations, and procedures to be followed. The Consultant will be expected to have all capabilities needed to assist the Transportation Authority in the successful completion of this study.

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

Standards and Guidelines: The Consultant shall be versed in design and analysis standards and guidelines of Caltrans, the SFMTA, and the San Francisco Department of Public Works (SF Public Works).

Specific Tasks include the following: 1) Project Initiation and Ongoing Management, 2) Interagency Coordination, 3) Outreach, 4) Goals Framework and Existing Conditions, 5) Physical and Operations Feasibility, 6) Initial Managed-Lane Network Scenario Definition, 7) Demand and Usage Analysis, 8) Travel Time and Reliability Analysis, 9) Other Management Strategies, 10) Recommendations and Cost Estimate, 11) Implementation Plan, and 12) Final Report.

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

Task 1. Project Initiation and Ongoing Project Management

The Consultant shall be responsible for:

- Producing a final work plan and schedule for Consultant activities, including a budget by task;
- Revised scope and budget, as needed;
- Project reporting and invoices by task; and
- Monthly progress meetings.

Project team coordination meetings are expected to occur approximately monthly over the course of a two-year study. This task also provides for any ongoing management activity on an as-needed basis.

Deliverables: Project workplan and schedule, monthly progress meeting attendance, regular project reports and invoices, revised scope and budget as needed.

Task 2. Interagency Coordination

Task 2.1 Technical Advisory Committee

Transportation Authority staff will convene and lead an interagency Technical Advisory Committee (TAC). The TAC will consist of at least the following agencies:

- SFMTA
- Caltrans
- California Highway Patrol
- MTC
- City/County Association of Governments of San Mateo County
- San Mateo County Transportation Authority
- Peninsula Corridor Joint Powers Board (Caltrain)
- Bay Area Rapid Transit District (BART)

Transportation Authority staff will convene the TAC on a quarterly basis throughout the study process to discuss and provide input on other study deliverables.

The Consultant will provide technical support at TAC meetings as needed (eight meetings).

Task 2.2 Other Agency Coordination

Consultant will assist Transportation Authority in preparing for and attending other interagency coordination meetings as needed (two meetings).

Deliverables: Technical presentations, support at TAC and interagency coordination meetings as-needed.

Task 3. Outreach

This task is not a part of this consultant contract but is described for informational purposes.

Transportation Authority will undertake an outreach effort throughout the study process to inform the community of the study and its process and to incorporate community input. Transportation Authority will generate an outreach plan describing key stakeholders and diverse communities, and questions for which to seek input, public outreach and involvement activities, and communication channels to be used, including web-based and culturally appropriate channels. The outreach plan, being prepared by Transportation Authority, will include at least two hosted community meetings, workshops, direct outreach, and regular briefings to the Transportation Authority's Citizens Advisory Committee. Consultant will be asked to provide technical materials and may be asked to attend the meeting to answer questions.

Deliverables: None.

Task 4. Goals Framework and Existing Conditions Characterization

In this task, the study will characterize existing conditions and trends for the study corridors. This work includes gathering, summarizing, assessing, and presenting several types of existing conditions information. Transportation Authority, with assistance from the consultant as needed, will gather information from readily available sources, including, but not limited to: relevant local and regional planning documents; traffic data and collision sources; as-built plans; available mapping and aerial imagery; and travel demand models. This effort will focus on collecting existing data and minimize creation or collection of new data, but the Transportation Authority may request Consultant to do so as appropriate to supplement existing sources. For purposes of this RFP, bidders should assume no data collection for this task and that Consultant effort for this task is limited to analyzing and synthesizing available data in the categories below:

1. Goals Framework - Goals, objectives, and performance metrics, starting from Phase 1 findings. At a minimum, the goals will address: person throughput; travel time and reliability; emissions; safety and equity; and effects on local streets.
2. Facilities Description - Existing freeway facility description: US 101/I-80, I-280. This discussion will include an inventory and analysis of cross sections and dimensions, including number of lanes, profile and elevation relative to surrounding streets, and on-ramp and off-ramp locations, configurations, lengths and profiles. The task will include developing simplified and/or schematic visual representations of this information.
3. Travel Conditions - Existing freeway travel conditions and trends: US 101/I-80, I-280. The task will describe daily volumes, travel speeds and travel time reliability, as well as time-of-day trends, including defining peak periods and describing travel conditions during those periods. The task will describe key congestion locations and analyze causes. The task will characterize recurrent and non-recurrent congestion. The task will describe, either via existing data or new collection, occupancy rates for vehicles in the corridors. The task will describe, either from empirical data or SF-CHAMP-derived projections, existing travel characteristics, markets, and origin-destination pairs for those travelers using the corridors and parallel transit services.
4. Parallel Routes/Services - Other corridor facilities. This task will describe alternate travel routes and modes in the 101/280 corridors, including parallel routes and services which may include Bayshore Boulevard, Potrero Avenue, Alemany Avenue, San Jose Avenue/Guerrero/Dolores

Avenue, Junipero Serra/Portola Avenue, Ocean Avenue/Monterey Boulevard, Muni, Caltrain, San Mateo County Transit District, and BART. It will describe current volumes/ridership and service levels as applicable, including by time of day. The consultant will produce metrics describing the local street and transit network as well as the regional transit network. It is anticipated that approximately two freeway-to-freeway interchanges and 50 surface intersections where the freeway and local network interface will be inventoried and described. Collision and safety data will be collected and described, with an emphasis on collisions that occur at the interface between the freeway and local street network.

5. Planned Projects - The list of planned projects is to be developed in consultation with Transportation Authority staff, focusing on projects within the study's time horizon, including adjoining agency projects, which would most affect or be affected by management strategies for San Francisco freeways.

Deliverables: Goals Framework, Conditions Characterization Technical Memorandum.

Task 5. Physical and Operational Feasibility

Task 5.1 Lane Conversion Feasibility

This task will assess the physical and practical operational feasibility of providing an actively managed lane by converting an existing mixed-flow lane on the mainline freeway network and/or local arterial network. The study will focus mainly on HOV conversion but will also explore the feasibility of priced managed lanes consistent to the extent possible with regional approaches. For both left-side and right-side lane concepts, the task will identify the physical design options and constraints, addressing safety and adequacy of right-of-way, lane continuity including weaving areas for merges and diverges, logical endpoints and connections to adjacent counties' facilities, access into and out of the lanes, technology issues, and enforcement issues. The study will consider need for multiple-lane designs. The task will provide both narrative and graphical descriptions of the options and constraints. The study will assess feasibility for freeway portions of US 101/I-80 and I-280 within San Francisco.

As detailed operational analysis and modeling resources are limited, the consultant will use industry-practice-informed professional judgment to assess whether converted lanes would provide a non-negligible positive travel time and/or reliability benefit for lane users, given current operational conditions and constraints, especially for US 101 near I-80, and near any other congested freeway-to-freeway junctions where queue spill-back or bottlenecks may occur (such as the US 101/I-280 junction). In the case where more operational information is required to perform this initial professional judgment assessment, the consultant may perform limited off-model calculations to estimate travel performance. The consultant will use this assessment to inform the feasibility of lane conversion. Alternatives that show exceptional benefit and minimal operational challenges will be identified for accelerated analysis with a goal of expedited implementation. Proposers are encouraged to describe their proposed approach to conducting this task in a defensible way given limited resources.

Task 5.2 Ramp Access Feasibility

Separately, the study may assess the feasibility of actively managing ramp access to US 101 and I-280. The study will consider options including ramp metering and selective ramp access restrictions, such as HOV and priced access, and include consideration of the freeway-to-freeway ramps as well as the local access ramps. These options will be assessed to determine if active ramp management would provide a non-negligible travel time benefit to freeway users, as well as what impacts may occur to the local street and transit networks as a result.

Task 5.3 Multimodal Safety Analysis

Using data on traffic volume, speed, and recurrent congestion locations collected in Task 4, and based on the analysis conducted in Task 5, consultant will identify interface points between the freeway and local networks that can be reasonably expected to see increased traffic volumes and/or speeds under various operational scenarios that will advance to further analysis. Consultant will also identify all interface points between the freeway and local networks that either fall along the Vision Zero High-Injury Network or have been classified as a Vision Zero High-Injury Intersection.

For those intersections identified, Transportation Authority will coordinate with SFMTA to identify up to five priority ramp touchdown points and associated intersections. Factors potentially including collision history, intersection configuration, signal timing, and traffic volumes will be evaluated. Treatments for these intersections, addressing specific issues identified in the assessment, will be recommended, building off of the Walk First toolbox and in coordination with Caltrans. Recommendations will take the form of narrative descriptions and example images as applicable. Detailed engineering design and graphics are not included in the project scope.

Deliverables: Draft Lane Conversion and Ramp Access Control Feasibility Technical Memorandum, Draft and Final Multimodal Safety Technical Memorandum.

Task 6. Initial Managed-Lane Network Alternative Definition and Screening

Using the results of Task 5, the study will define managed-lane scenarios to test by combining physical network alternatives with operational policy options. The development process will consider alternatives featuring managed lanes and/or ramps on US 101, I-280, or both. These scenarios will be selected to maximize the feasibility of the network and the likelihood of near-term implementation. Under this task, the study will explore HOV (non-pricing) and pricing strategies for the managed-lane network. The consultant will define the pricing schemes to be evaluated, including price levels, times of day, and policy issues such as potential discounts, and, if feasible, include up to two pricing policy alternatives in the managed-lane network alternatives. Alternatives proposing to restrict access to the managed lane will include a definition of the relevant policy, e.g. HOV 2+, HOV 3+, transit, and/or a pricing scheme, including any proposed discount policies. The scenarios may also include ramp access control if warranted based on Task 5 results.

The scenarios will then be analyzed and screened through a process based on performance metrics as defined in Task 4 to produce up to three scenarios for further testing, identifying the advantages and disadvantages, both relative and absolute, of the various potential scenarios. This task will prioritize selecting promising alternatives which feature an HOV, transit, and/or price managed lane. The definition will include a narrative description and a visual representation of the proposed facilities.

This task will entail two rounds of review and refinement: Round 1 with internal Transportation Authority review and comment, and Round 2 with Interagency TAC review and comment.

Deliverables: Round 1 Alternatives Definition, Round 2 Alternatives Definition, Alternatives Definition Report.

Task 7. Demand and Usage Analysis

This task will analyze the travel demand data and facility usage associated with the managed lane alternatives generated in Task 6. The task will produce estimates of demand/usage-related metrics as defined in Task 4 for all the transportation facilities and services of interest to the study. This task will also analyze any strategies prioritized for further study and that are amenable to testing via travel demand analysis as identified in Task 9 Other Management Strategies, which will be undertaken

concurrently to Task 5. The analysis will utilize a travel demand model, such as SF-CHAMP. It will include multiple scenarios for a near term future-year horizon:

- Baseline “no-build”
- Proposed managed-lane scenarios (up to three)

The analysis will document assumptions used for future land use and transportation networks. The analysis will use model outputs to calculate metrics for each scenario as defined in Task 4. The analysis will account separately for the use of private transportation services, such as shuttles and ride-hailing services, and their potential use of any proposed managed lanes as defined in the scenarios. Proposers should include in their responses to this RFP their recommended approach for accounting for these private transportation services.

Transportation Authority staff will prepare model inputs in coordination with the consultant. Among the inputs to be determined are transportation network assumptions, including under-construction and already-planned projects, which Transportation Authority and the consultant will consider together. The inputs may also require inclusion of assumptions for how travel conditions relating to specific operational issues identified in Task 5 may change in each scenario that SF-CHAMP does not explicitly estimate. Transportation Authority staff and the consultant will need to determine the appropriate assumptions to make. Transportation Authority staff will generate a model input report that describes the assumptions. Transportation Authority staff will conduct model runs and provide model outputs to the consultant. The consultant will use model outputs to calculate metrics and document the analysis results in a technical memorandum.

Deliverables: Demand Analysis Technical Memorandum.

Task 8. Travel Time and Reliability Analysis

Task 8.1 Sketch-Level Analysis

Conduct a sketch-level based analysis of the travel time and reliability effects of the proposed managed-lane alternatives developed in Task 6, for both current year and a near-term future horizon. The sketch-level analysis will document a methodology to generate estimates of travel time and reliability to compare effects among the defined scenarios. The travel time methodology may use a combination of existing conditions data, case studies from other areas, results from the Transportation Authority’s SF-CHAMP travel demand model and/or Dynamic Traffic Assignment (DTA) model, and/or other sources. Use of microsimulation is not anticipated for this subtask, and the effort is anticipated to only involve manual analyses (e.g., hand calculations). The analysis must account for the effects of merge and diverge operations, such as the US 101/I-80 junction, and will provide estimates showing effects for SF-based and –bound travelers separately from all freeway travelers. The reliability methodology may utilize a combination of existing conditions data, case studies from other areas, qualitative description, and/or probabilistic analysis. The analysis will also generate estimates of the effects on parallel routes and services, with attention to potential spillover onto parallel routes and changes in ridership on parallel transit services, as well as the groups of travelers and neighborhoods that would be most affected. With SFMTA oversight, consultant will generate the estimate of effects on travel time and reliability for the local street and transit network. The Consultant shall clearly indicate the assumptions or recommendations for sketch-level analyses.

Task 8.2 Scenario Refinement

Develop a refined list of up to three scenarios that are operationally and financially feasible. Criteria to be considered will include conclusions and observations from the sketch-level based analysis; existing

and required policies; operational characteristics; available and applicable funding; or other factors developed in consultation with the Transportation Authority. All outstanding questions or issues shall be clearly documented for further development in a future phase, such as the Caltrans project development and/or environmental review process.

Task 8.3 Operations Modeling

Create an operations model to support analysis of up to three refined managed-lane concepts resulting from Task 8.2. This effort will focus on the following subtasks:

- a. Create, calibrate, and validate a freeway operations model (e.g., FREQ) at a level necessary to further analyze potential operational issues or operationally challenging locations previously identified, including weaving and ramp access restriction analysis, bottleneck locations, and other characteristics that potentially impact freeway operations. The geographic extent of the model will be US 101/I-80 from the southern San Francisco County Line to the Bay Bridge and I-280 from US 101 to 6th Street and King Street. Note that for US 101, the model should be able to account for queue spillback effects caused by Bay-Bridge-bound traffic. The model will cover base and near-term future near-term horizon year scenarios in the a.m. and p.m. peak periods, to be determined based on the findings for time-of-day existing freeway performance that will be completed in Task 4. The model's methodology, assumptions, and validation process will be documented.
- b. Use the model to support the preliminary feasibility assessment in Task 5 if needed; and to assist in generating metrics for the travel time and reliability analysis. The model should establish a high-level operational feasibility for the managed-lane scenarios, detailing design elements that appear operationally complex, e.g., that may require managed lanes and general purpose lanes or on- or off-ramps to weave across one another. The analysis must account for the effects of merge and diverge operations, such as the US 101/I-280 junction. The analysis will provide estimates of performance for both managed lanes and general purpose lanes within the corridor. The model will also provide estimates of queuing effects for on-ramps, for the purpose of identifying potential effects to the local network. The model will also provide outputs to inform a reliability analysis.
- c. Analyze the results from the modeling, producing metrics and/or visual displays of transportation performance to support the previous analyses. The metrics to be reported will include those needed to calculate overall travel time and reliability estimates and other metrics as identified under Task 4 Goals and Conditions.
- d. If needed, refine the modeled scenarios and re-test them for transportation performance. Two additional scenario tests can be assumed.

Task 8.4 Pricing Alternatives Assessment

For those refined scenarios that include a price managed lane, the consultant will use the results from this task and Task 7 to produce conceptual level estimates of overall demand, characteristics of travelers using the freeway and freeway alternatives within the corridor, usage of the managed lanes, and revenues generated, if applicable.

Deliverables: Sketch Travel Time and Reliability Technical Memorandum (including Refined Alternative Recommendation); Calibrated, validated operations model; Model results for one no-build and up to three build scenarios, plus two additional refined scenarios if needed; Refined Travel Time and Reliability Technical Memorandum, including data collection summary and operations model results; Pricings Alternatives Assessment Technical Memorandum.

Task 9. Other Management Strategies

This task will conduct a screening process to select and prioritize the freeway and demand management strategies identified in FCMS Phase 1 Visioning for further study. The task will utilize the evaluation framework devised in the Task 4 Conditions Characterization and provide a narrative description of whether and why each strategy considered is recommended for further study. The screening process will prioritize strategies that have proven benefits in a context relevant to San Francisco. Strategies not meeting this criterion will be removed from further consideration. Of the remaining strategies, the process will determine whether the strategy would address the goals and objectives commensurate to its cost and impacts relative to other options. Chronologically, this task will be undertaken concurrently with Task 5 Lane Conversion and Ramp Access Control Feasibility in order to be used as assumptions as needed in Tasks 6, 7, and/or 8.

Deliverables: Freeway Management Strategy Assessment Technical Memorandum.

Task 10. Recommendations and Cost Estimate

This task will produce a set of recommended freeway management strategies to advance for implementation. The task will utilize the evaluation framework as defined in Task 4 Conditions Characterization, supplying the underlying metrics to determine which strategy or strategies best meet the study's overall goals and objectives. Some of these metrics will derive from microsimulation and SF-CHAMP modeling and some will need to be otherwise generated by the consultant. The recommendations will include consideration of public input and the managed-lane and ramp access control scenarios, as well as any other management strategies as identified in Task 9 Other Management Strategies. The task will consider and produce both near-term and long-term recommendations. For each recommended strategy, the study will generate planning level estimates for both capital and operating costs, based on information from similar projects and programs, and also including costs for development phases, financing and program management. For budgeting purposes, assume costing effort to be completed on six strategies.

Deliverables: Recommendation Technical Memorandum, Cost Estimate Technical Memorandum.

Task 11. Implementation Plan

In this task, the study will create an implementation plan for the recommendations. The implementation plan will address, for all recommended strategies and solutions:

- Federally required documentation and approvals
- Caltrans-required documentation and approvals, including development of a project fact sheet and project charter
- Required legislative approvals
- Local agreements, approvals and/or policy actions

- Community process
- Environmental review process
- Conceptual Cost Estimates
- Possible Funding Sources
- Sequencing of Improvements
- Next-phase project design/development
- Other next steps

The task will describe the scopes of these documents and approvals. The task will identify the type of participation (lead, support, approval, etc.) is needed from the involved agencies, including from the Transportation Authority, the SFMTA, SF Public Works, MTC/Bay Area Toll Authority, other county transportation agencies, Caltrans, and the FHWA. The task will also generate a schedule of activities for implementation of the recommendations.

Deliverables: Implementation Plan Memorandum.

Task 12. Final Report

The consultant will produce a final report describing the results of the study process. The report will summarize previous study products, and those previous study products could be included as appendices to the report itself. The consultant will first produce an annotated outline for review with Transportation Authority staff. After adjustments, the consultant will produce a Round 1 report for Transportation Authority and TAC review and comment. The consultant will incorporate Transportation Authority and TAC comments into a Round 2 report. In addition, the report will include an executive summary of approximately 10 pages. Also in this task, the consultant will provide a presentation slide deck summarizing the study, for use in conducting outreach and the Transportation Authority Board approval process.

Deliverables: Annotated Final Report Outline, Round 1 Final Report, Round 2 Final Report, Final Report Presentation Slide Deck.



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Plan Bay Area 2040 Overview and Call for Projects

Citizens Advisory Committee
Agenda Item 11



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

June 24, 2015

What is the Regional Transportation Plan/Sustainable Communities Strategy?

- ▶ **Blueprint for the region's transportation investment over the next 28 years for the 9 Bay Area counties (through 2040)**
- ▶ **Regional strategy to meet greenhouse gas reduction targets**
- ▶ **Plan to accommodate the need for new housing at all income levels**



Plan
BayArea
2040

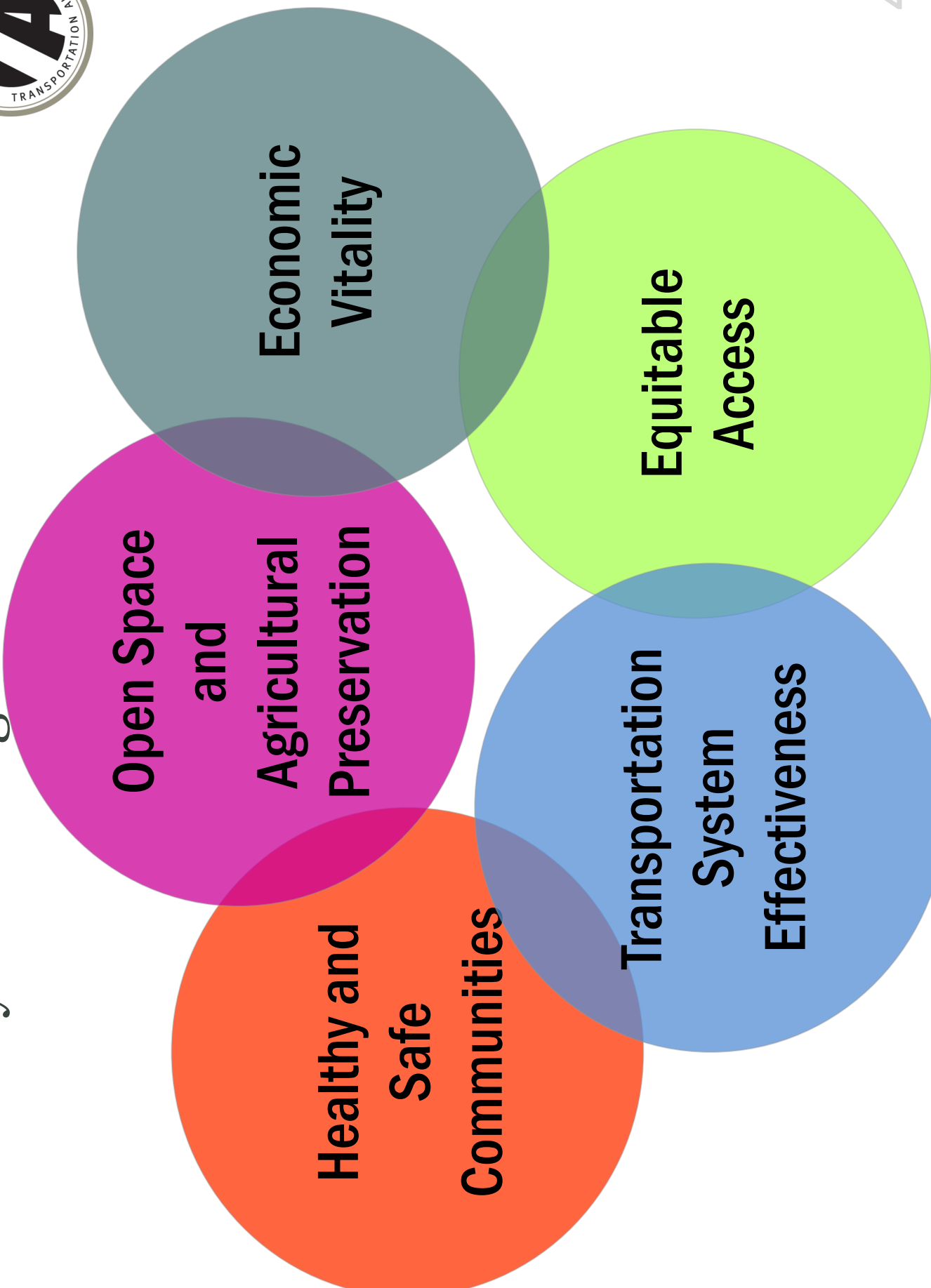


What Does Plan Bay Area Include?

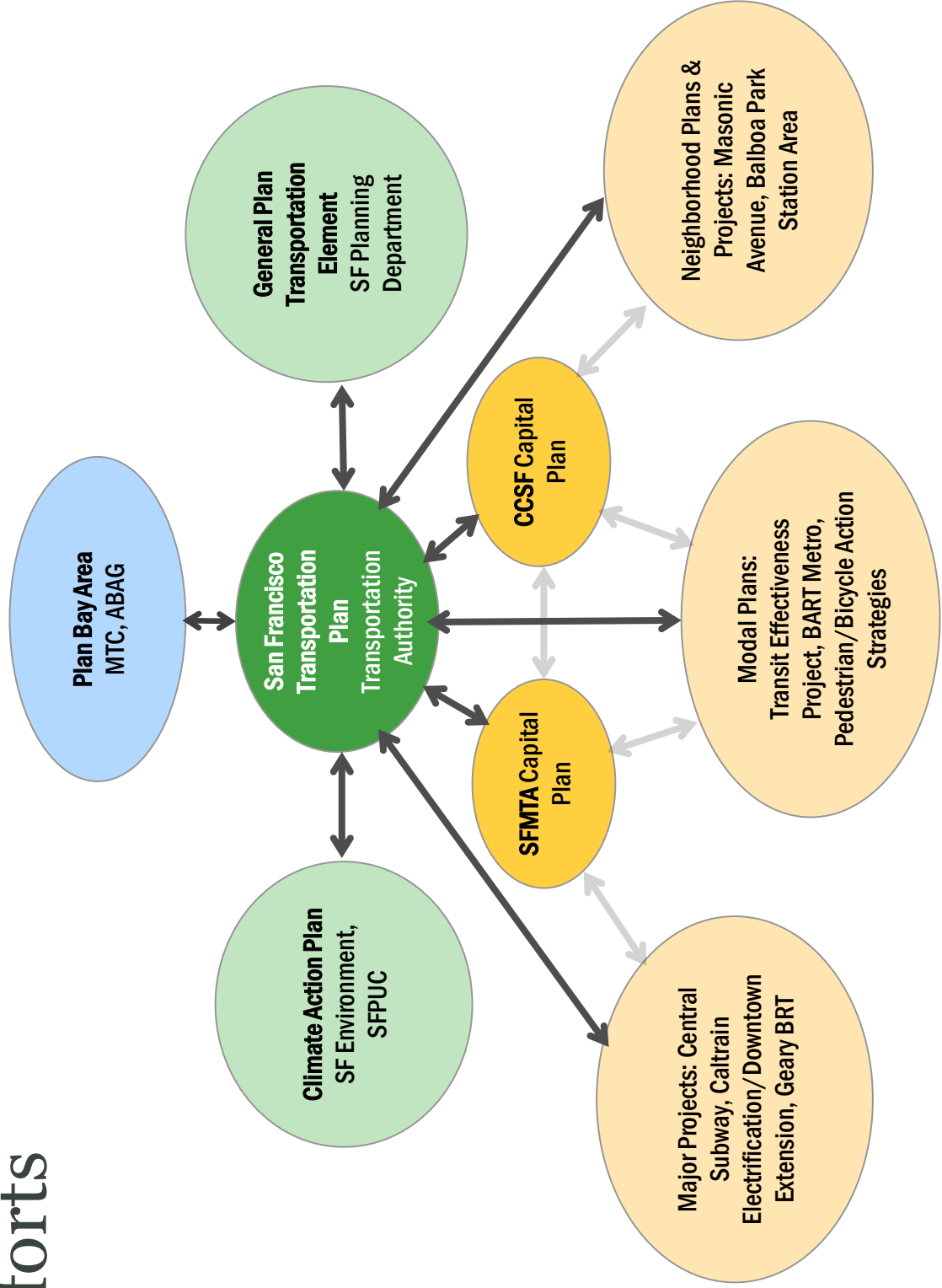
- ▶ **Jobs and housing allocation by jurisdiction by income level**
- ▶ **Revenue forecast**
- ▶ **Policies for future investment**
- ▶ **New grant programs (e.g. OBAG, transit core capacity challenge grants)**
- ▶ **Financially constrained project list**
 - ▶ **Project must be in Plan Bay Area 2040 to receive federal, state, regional funding**
 - ▶ **Total project cost may not exceed what is shown in the Plan Bay Area**



Plan Bay Area Target Areas



San Francisco Transportation Plan Feeds into Plan Bay Area 2040 and Other City Efforts



What Did San Francisco Gain through 2013 Plan Bay Area process?



► 7 San Francisco projects included in list of 13 highest-performing projects in the region:

- Treasure Island Congestion Pricing
- BART Metro Program
- Congestion Pricing / Cordon Pricing
- SFMTA TEP
- Caltrain Electrification
- Van Ness Bus Rapid Transit (BRT)
- Better Market Street



► 2 new regional New and Small Starts priorities

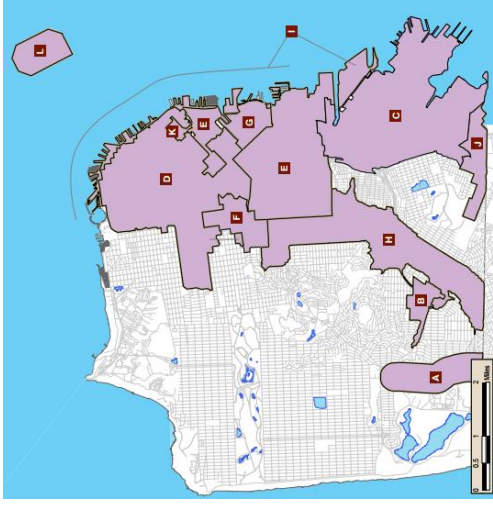
- Van Ness BRT
- Caltrain Downtown Extension



What Did San Francisco Gain through 2013 Plan Bay Area process?

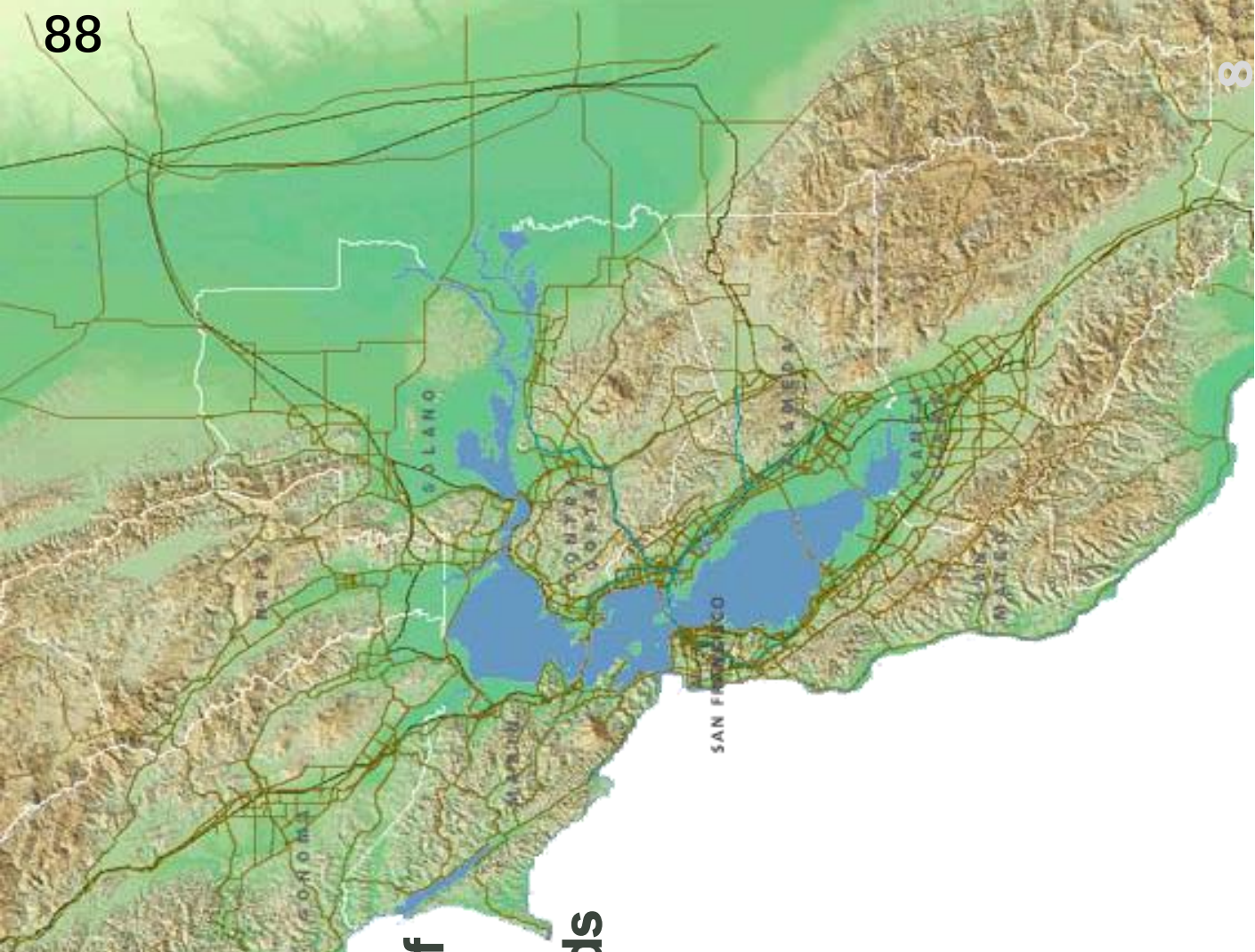
- ▶ **OneBayArea Grant program – linking transportation investment to housing production (\$38.8 million for SF)**
- ▶ **Priority Development Area Planning program (\$2.38 million for SF Planning)**
- ▶ **Creation of \$500 million Transit Performance Initiative**
- ▶ **Raised awareness of transit state of good repair deficit**
- ▶ **Created framework for future advocacy (e.g. cap and trade)**

OneBayArea



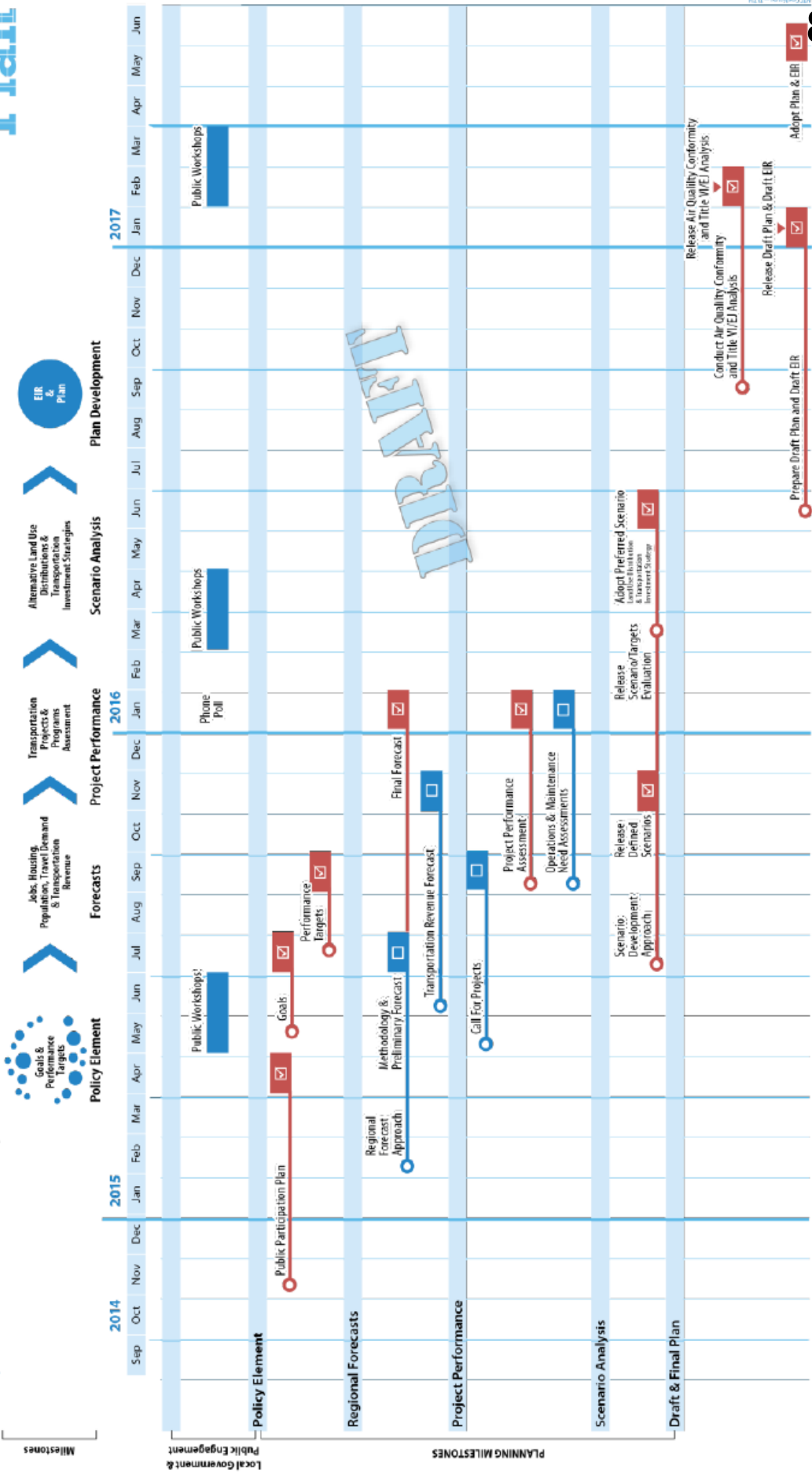
Plan Bay Area 2040

- ▶ **Adoption date: 2017**
- ▶ **Update, not a new plan**
- ▶ **Keep same horizon year of 2040**
- ▶ **No Regional Housing Needs Assessment (RHNA)**
- ▶ **Focus on a few new areas only:**
 - ▶ **Goods movement**
 - ▶ **Adaptation**
 - ▶ **Economic prosperity**



Timeline for Plan Bay Area 2040

Plan Bay Area Update: Key Milestones 2014–2017



San Francisco's Goals for the Plan Bay Area Update (Slide 1 of 2)

- ▶ **Fully fund existing transportation priorities, phasing projects when needed and covering cost increases**
- ▶ **Increase San Francisco's overall share of discretionary funds**
- ▶ **Get closer to meeting state of good repair and fleet replacement needs**
- ▶ **New investment in key San Francisco initiatives, e.g.:**
 - ▶ **Transit efficiency and enhancement**
(Core Capacity Transit Study)
 - ▶ **Vision Zero**
 - ▶ **Freeway corridor management**



San Francisco's Goals for the Plan Bay Area Update (Slide 2 of 2)



- ▶ **Use project performance assessment to drive investment of discretionary dollars**
- ▶ **Establish an advocacy platform for potential new revenue measures, e.g.**
 - ▶ **Regional Measure 3 (additional bridge toll) and regional gas tax**
 - ▶ **New BART revenue measure**
 - ▶ **New federal surface transportation act**
- ▶ **Advance San Francisco policy objectives, e.g.**
 - ▶ **Housing: Anti-displacement policies and more funding**
 - ▶ **Involvement in managed lanes development (FCMS)**
- ▶ **Direct growth and distribute funding in an equitable manner**

Plan Bay Area 2040 Call for Projects – Public Input & Outreach



Plan Bay Area 2040 Call for San Francisco Projects

Transportation Project Idea Submission

Members of the public are invited to submit San Francisco project ideas for Plan Bay Area 2040. Deadline is July 17, 2015 at 5pm.

Opportunities to Provide Public Input

May 27: 6:00pm at 1455 Market St., 22nd Floor (Citizens Advisory Committee)

June 16: 10:30am at City Hall Room 263 (Plans and Programs Committee)

TBD in early Sept: 6:00pm at 1455 Market St., 22nd Floor (Citizens Advisory Committee)

September 15: 10:30am at City Hall Room 263 (Plans and Programs Committee)

September 22: 11:00am at City Hall Room 250 (SFCTA Board)

NOTE: Check www.sfcta.org for updated meeting times and locations.

Project ideas can be submitted via SFCTA's web form online at www.sfcta.org/rtp or by calling 415.522.4800 (for English).

To submit project ideas in Spanish, Cantonese, or Mandarin please use the web form above or call SFCTA's multi-lingual hotline at 415.593.1655.



Para presentar ideas de proyectos en español, cantonés, o mandarín por favor utilice el formulario web arriba o llame a la línea de atención directa multilingüe de SFCTA al 415-593-1655.

如想用西班牙語、粵語或普通話提交項目建議，請使用上面的網頁表格，或致電SFCTA的多語種熱線 415-593-1655。

Plan Bay Area 2040 Call for Projects



- ▶ **As Congestion Management Agency for San Francisco, the SFCTA has issued a call for projects**
- ▶ **SFCTA will consider assigning discretionary funds to individual projects that**
 - **Meet readiness standards**
 - **Have plan status**
 - **Are consistent with established San Francisco transportation and land-use goals**
- ▶ **Starting point will be the SFTP & Plan Bay Area (2013)**
- ▶ **New projects will be evaluated using SFTP performance measures and will be done in consultation with project sponsors**

Plan Bay Area 2040 Call for Projects

- ▶ **What projects should be submitted through the call for projects?**
 - ▶ **Any project seeking federal, state, or regional funding before 2021**
 - ▶ **Any project seeking a federal action before 2021**
 - ▶ **Large and/or capacity increasing projects**
- ▶ **Most projects will be bundled into programmatic categories**
- ▶ **Plan Bay Area 2040 is a plan, not a programming document**



Plan Bay Area 2040 Call for Projects



- ▶ **Concurrent other MTC/ABAG processes:**
 - ▶ Regionally significant projects
 - ▶ Regional transit operators
 - ▶ Transit operations and maintenance shortfall
 - ▶ Local streets and roads maintenance shortfall
- ▶ **SFCTA will submit San Francisco's project priorities to MTC/ABAG**
- ▶ **MTC will conduct a performance evaluation on all new projects**
- ▶ **Later this year MTC will ask us to reduce our target and prioritize which projects to keep in**

Plan Bay Area 2040 Call for Projects – Key Dates

- ▶ **July 17** - Project ideas due from members of the public
 - ▶ sfcta.org/rtp
- ▶ **September 2** - CAC sees list of projects submitted by public agencies for consideration
- ▶ **September 15** - Plans and Programs Committee sees list of projects submitted by public agencies for consideration
- ▶ **September 30** - CAC adopts final list of projects
- ▶ **October 20** - Plans and Programs Committee adopts final list of projects
- ▶ **October 27** - Anticipated Board adoption of final list of projects to submit to MTC/ABAG



Questions?
rtp@sfcta.org

sfcta.org/rtp



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY