



# AGENDA

## CITIZENS ADVISORY COMMITTEE Special Meeting Notice

**Date:** Wednesday, September 30, 2015; 6:00 p.m.

**Location:** 1455 Market Street, Floor 22

**Members:** Christopher Waddling (Chair), Wells Whitney (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Jacqueline Sachs, Peter Sachs, Raymon Smith and Peter Tannen

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|------|----|---|----|
| 6:00 | 1. | <b>Committee Meeting Call to Order</b>                                |    |
| 6:05 | 2. | <b>Chair's Report – INFORMATION</b>                                   |    |
| 6:10 |    | <b>Consent Calendar</b>   |    |
|      | 3. | <b>Approve the Minutes of the September 2, 2015 Meeting – ACTION*</b> | 7  |
|      | 4. | <b>State and Federal Legislative Update – INFORMATION*</b>            | 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. At its September 22 meeting, the Transportation Authority Board adopted the following new positions: support on Assembly Bill (AB) 779 (Garcia, Cristina), AB First Extraordinary Session (ABX1) 7 (Nazarian), ABX1 8 (Chiu), Senate Bill First Extraordinary Session (SBX1) 7 (Allen), SBX1 8 (Hill), and SBX1 14 (Canella); and oppose on ABX1 6 (Hernandez, Roger), ABX1 13 (Grove), ABX1 17 (Achadjian), and SBX1 6 (Runner). As the regular legislative session drew to a close, the Legislature approved Assembly Bill 194 (Frazier) which, if signed by Governor Brown, would authorize Caltrans and regional transportation agencies (the Metropolitan Transportation Commission for the Bay Area) to implement High Occupancy Toll lanes in consultation with local transportation agencies. We have been working through the Self-Help Counties Coalition to support this measure and are pleased to see it move forward because of its link to our ongoing freeway management planning work. On a less positive note, the ambitious transportation revenue proposals that have been the subject of a special session for transportation since June were unsuccessful in securing the two-thirds vote of the Legislature needed to move forward. However the special session has been extended and will hopefully result in a more modest proposal that could win enough support on both sides of the aisle. We will continue to advocate for transit to receive its fair share of any revenue proposal.

5. **Adopt a Motion of Support for the Award of a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION\***

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The Transportation Authority seeks to contract with a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for

advancing legislative initiatives beneficial to the Transportation Authority and its programs. On August 12, 2015, the Transportation Authority issued a request for proposals (RFP) for state legislative and advocacy services. By the proposal deadline of September 14, 2015, one firm submitted a bid, which included both a technical and cost component. Based on the process defined in the evaluation criteria of the RFP document, the selection panel, comprised of Transportation Authority staff, recommended award of the state and legislative advocacy services contract to the firm of Smith, Watts and Hartmann.

6. **Adopt a Motion of Support to Execute Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000, and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION\*** 51

The Transportation Authority is seeking project approval from the California Department of Transportation (Caltrans) and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue as part of the I-280 Interchange Modifications at Balboa Park Project. In order to construct the off-ramp realignment, Cooperative Agreement No. 04-2582 must be executed with Caltrans. Caltrans has requested reimbursement in an amount not to exceed \$150,000 for work associated with this cooperative agreement. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41.

7. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION\*** 55

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

8. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION\*** 65

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support

efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

**9. Adopt a Motion of Support for the Adoption of San Francisco's Project Priorities for the 2016 Regional Transportation Improvement Program – ACTION\*** 71

As Congestion Management Agency (CMA) for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco's county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, the fund estimate for the 2016 STIP leaves no new programming capacity for CMAs. Still, CMAs must submit carryover projects and any associated changes from the 2014 STIP to MTC. As shown in Attachment 2, we recommend reprogramming \$1.91 million from the San Francisco Public Works' (SFPW's) Broadway Chinatown IV streetscape project to its Lombard US-101 Corridor Improvement project since delays in STIP programming forced SFPW to use local funds to keep the Chinatown project on schedule. We also recommend carrying forward (essentially reconfirming) \$207,000 and \$1.114 million in existing Planning, Programming and Monitoring funds for MTC and the Transportation Authority, respectively.

**End of Consent Calendar**

**6:20 10. Adopt a Motion of Support for Approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040 – ACTION\*** 77

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be listed in PBA as individual projects. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for projects from multi-county project sponsors such as BART. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial local discretionary county budget of \$8.4 billion to assign to projects and programmatic categories but ultimately we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; therefore we have worked closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. At its September 2 meeting, the CAC reviewed a draft list of projects and draft goals and objectives. We have incorporated feedback from the CAC and Board and have worked with project sponsors to revise the draft project list, assign local discretionary funding, and determine our proposed requests for regional discretionary funding. We propose submitting the projects and funding assignments in Attachments 3 through 5 to MTC for consideration for inclusion in PBA 2040.

**6:45 11. Adopt a Motion of Support for the Allocation of \$4,085,233 in Prop K funds, with Conditions, and Appropriation of \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\*** 103

As summarized in Attachments 1 and 2, we have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$135,000 for pre-environmental phase analysis of a potential alignment for the Geneva-Harney Bus Rapid Transit project through the Recology property between US-101/Alanna Way and Tunnel Avenue. SFMTA is also requesting \$80,000 to continue its youth bicycle safety education classes at nine middle and high schools during the 2015-16 school year; and \$193,000

for the design of up to 1,200 bicycle wayfinding signs to be installed citywide on the bicycle network. San Francisco Public Works is requesting \$3,677,233 to pave approximately 31 blocks of Ingalls and Industrial Streets, including sidewalk and curb repairs and curb ramps. We are requesting \$54,225 to leverage a Kaiser HEAL Zone grant and contributions from several community based organizations for a van sharing pilot program in the Bayview Hunters Point neighborhood, as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013).

**6:55 12. Update on Cost Review of Transbay Transit Center and Downtown Extension – INFORMATION\* 115**

The Transbay Transit Center (TTC) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2, known as the DTX, is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains. In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. As result, in July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, TJPA staff briefed its Board on an additional Phase 1 budget increase of \$246.92 million, for which they were planning to seek approval at the September Board meeting. Subsequently, at its July 22 board meeting, the Metropolitan Transportation Commission (MTC) directed its staff to perform a cost and risk review of both project phases and asked TJPA to cooperate with MTC staff, the Transportation Authority, and City staff in this effort. At its July 28 meeting, the Transportation Authority Board approved some conditions as part of a right-of-way action requested by the TJPA, reinforcing the need for the aforementioned parties to participate in the MTC cost review and to work together on a solution to close the Phase 1 funding gap. At its September 9 Programming and Allocations Committee meeting, MTC staff presented preliminary findings for the Phase 1 cost review, including several strategies for cost containment and a recommendation to increase the budget by \$48-\$250 million above the estimated \$247 million increase proposed by TJPA staff. All parties continue to collaborate on a cost and funding solution to enable timely completion of Phase 1 and are working to complete the Phase 2 cost review within the 90 day deadline. This memo provides a status update on the cost review effort.

**7:05 13. Major Capital Projects Update – Van Ness Avenue Bus Rapid Transit Project – INFORMATION\* 135**

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The Transportation Authority completed environmental review for the project in December 2013 and at that time transferred project lead to the San Francisco Municipal Transportation Agency (SFMTA). SFMTA began final design in May 2014 and reached 100% design in September 2015. SFMTA utilized the Construction Manager-General Contractor (CMGC) project delivery method as opposed to traditional design-bid-build, and awarded the contract for pre-construction services to Walsh Construction in July 2015. SFMTA also received Phase 2 approval from the San Francisco Arts Commission Civic Design Review in July 2015, retiring a significant project risk. Cost of the core BRT project is now estimated at \$162.8 million and a total of \$250 million when separate but related projects are included. SFMTA is currently finalizing several interagency agreements and remaining approvals, while the CMGC is conducting review of the design package, which may result in design changes that improve the value, constructability, and/or sequencing of the work. Under current assumptions, construction would begin in early 2016 and revenue service would begin in early 2019.

**7:20 14. Adopt a Motion of Support for the Adoption of the Transportation Demand Management Partnership Project Final Report Factsheets – ACTION\* 141**

For the past three years, the Transportation Authority, in partnership with the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, and the San Francisco Department of Environment, has led the Transportation Demand Management (TDM) Partnership Project, funded by a grant from the Metropolitan Transportation Commission, the Transportation Fund for Clean Air, and the Prop K half cent sales tax for transportation. The project's main goals are to test pilot new methods of engaging with private sector employers around sustainable transportation and to improve the City and County of San Francisco's capacity for delivering TDM programs in a coordinated manner. The project is now complete and the Transportation Authority has produced a series of factsheets summarizing the findings and recommendations from each of four focus areas: voluntary employer

## CAC Meeting Agenda

collaborations; employer parking management; a commuter shuttle pilot program; and a coordinated TDM Strategy. The employer collaborations focused primarily on using information, incentives, and technical assistance to support employers in pursuing sustainable transportation initiatives, and are informing next steps for employer-focused TDM programs. The project also resulted in an inter-agency TDM Strategy that identifies shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

**7:35 15. Update on One Bay Area Grant Program Cycle 2 Proposal – INFORMATION\* 161**

The Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) program directs federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funding to projects and programs that support the transportation and land use goals of Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy. OBAG is comprised of regional programs administered by MTC and local formula-based programs administered by the Congestion Management Agencies (CMAs), e.g. the Transportation Authority for San Francisco. MTC adopted the OBAG Cycle 1 framework in May 2012. Since we are nearing the end of the 5-year program MTC recently released a draft proposal for how to distribute OBAG Cycle 2 funds for Fiscal Years 2017/18 – 2021/22 (see Attachment 1). The current proposal would maintain the structure of the OBAG Cycle 1 program, adjust program shares to reflect a lower revenue estimate, and make other revisions. We propose to continue our strong support for the overall OBAG program, and for the following Cycle 2-specific points, we propose to: 1) support additional incentives for producing (vs. planning for) housing, in particular affordable housing as proposed by MTC staff; 2) support efforts to use OBAG to address displacement issues in a meaningful way; and 3) ask MTC to take a more transparent and inclusive approach for its regional operations programs, in particular freeway-related programs. These objectives are consistent with our draft Plan Bay Area advocacy goals and objectives, which are the subject of a separate item on the September CAC agenda. We will continue to work with our partner agencies, other San Francisco stakeholders, Bay Area CMAs, and MTC staff to advance our OBAG advocacy as MTC works to refine its proposal through its intended adoption in November 2015. We are seeking input from the Citizens Advisory Committee.

**7:45 16. 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 17. Public Comment**

**8:00 18. Adjournment**

\* Additional materials

**Next Regular Meeting: October 28, 2015**

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

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

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 6, 7, 9, 9R, 14, 14R, 21, 47, 49, and 90. For more information about MUNI accessible services, call (415) 701-4485.

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

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

If any materials related to an item on this agenda have been distributed to the Citizens Advisory Committee after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market

## CAC Meeting Agenda

Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

September 2, 2015 SPECIAL MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Chris Waddling at 6:01 p.m. CAC members present were Myla Ablog, Brian Larkin, John Larson, John Morrison, Jacqueline Sachs, Peter Sachs, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Tilly Chang, Eric Cordoba, Amber Crabbe, Ryan Greene-Roesel, Seon Joo Kim, Anna Laforte, Maria Lombardo, Mike Pickford, Chad Rathmann, Liz Rutman, Shari Tavafrashti and Eric Young.

### 2. Chair's Report – INFORMATION

Chair Waddling said that staff would provide a look ahead of allocation requests prior to the next CAC meeting. He introduced Peter Sachs as the newest member of the CAC and Eric Cordoba as the new Deputy Director for Capital Projects. Mr. Sachs spoke about his background and interest in serving on the CAC. Mr. Cordoba offered to take CAC members on a tour of the Yerba Buena Island I-80 Interchange Improvement project. Chair Waddling said that project tours could be helpful for CAC members and asked staff to follow up with other possible locations, including the Transbay Transit Center.

There was no public comment.

### Consent Calendar

#### 3. Accept the Minutes of the May 14, 2015 Subcommittee Meeting – ACTION

#### 4. Approve the Minutes of the June 24, 2015 Meeting – ACTION

#### 5. State and Federal Legislative Update – INFORMATION

#### 6. Investment Report for the Quarter Ended June 30, 2015 – INFORMATION

Chair Waddling requested that Item 3 be continued until the next regularly scheduled CAC meeting on October 28 so that it could be considered along with proposed changes to the CAC by-laws.

There was no public comment on the Consent Calendar.

Wells Whitney moved to approve the Consent Calendar as amended, seconded by Jacqueline Sachs.

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

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Waddling and Whitney

### End of Consent Calendar

### 7. Adopt a Motion of Support for the Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached

## **Fiscal Year Cash Flow Distribution Schedules – ACTION**

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

Wells Whitney asked for clarification on the scope for the Kearny Street Neighborhood Transportation Improvement Program (NTIP) request. Anna LaForte, Deputy Director for Policy and Programming, replied that the scope was on page 163 of the enclosure. Craig Raphael, NTIP Coordinator with the San Francisco Municipal Transportation Agency, said that the project would be a planning level effort for safety interventions and would consider features such as road diets, bus stops and bike facilities.

John Morrison asked about a precedent in Singapore for the San Francisco Bay Area Rapid Transit (BART) Incentive Program. Ms. Greene-Roesel replied that that the Singapore program had relied on employer outreach and transit rider incentives. Peter Sachs asked what type of incentives might be considered for the program in San Francisco. Ms. Greene-Roesel replied that they could include cash, Clipper value, or other prizes. She said they intended to license the software that Singapore had used to run its program.

Jacqueline Sachs asked whether BART's new train cars would be compliant with the Americans with Disabilities Act. Ms. Greene-Roesel replied that they would be.

Chair Waddling asked whether the incentive program would only be used to shift riders to the shoulders of the peak hour. Ms. Greene-Roesel replied that the project would use data to determine exactly when the incentives were needed most to reduce crowding.

Brian Larkin asked what the nature of the 4<sup>th</sup> Street Bridge Settlement was. Ms. LaForte replied that she believed it involved a number of issues including piles and delays.

Peter Sachs asked how the value of the land involved in the Quint-Jerrold project was determined. Liz Rutman, Senior Engineer, replied that the San Francisco Real Estate Office developed the estimate and that it was agreed to by all parties. Chair Waddling added that he was aware that people in the community wanted the road built, and asked how the real estate agreement would protect the City. Ms. LaForte clarified that the requested allocation was to acquire the land and that there were conditions included to protect the City, which would purchase the land on behalf of the Transportation Authority, and to protect the Prop K sales tax program should the project not move forward. She reiterated that the intent is to build the road.

During public comment, Roland Lebrun brought up the issue of equity and ensuring that Disadvantaged Business Enterprise goals were met for projects. He also commented that multiple potential crossing points over the Caltrain tracks were being closed in an area with low car ownership.

Ed Mason said that the BART incentives project should try to influence work hours by working with the Bay Area Council.

Wells Whitney moved to approve this item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Waddling and Whitney

- 8. Adopt a Motion of Support to Execute a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000**



**for the San Francisco BART Travel Incentives Pilot Project and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION**

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

Wells Whitney said that the project seemed like a viable alternative to heavy capital expenditure. He said that the first step should be to work with employers and then find out if riders were willing to change their travel times.

Chair Waddling said the program could work similar to parking meters that were repriced periodically in response to demand data. Ms. Greene-Roesel said that if riders signed up for the program, data would be collected via their Clipper cards, so there would be rich, real-time data. Chair Waddling asked if there would be an incentive to sign up. Ms. Greene-Roesel said that providing a sign up incentive would be considered, and that in Singapore individuals received extra rewards for referring their friends.

During public comment, Roland Lebrun said that it was important to come up with new lower cost ways to improve transportation.

Ed Mason said that transit would become much more crowded after the Salesforce Tower was completed, and that he did not think incentives would make enough of a difference.

John Larson moved to approve this item, seconded by John Morrison.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Waddling and Whitney

**9. Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives – INFORMATION**

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

Wells Whitney asked for clarification on the public input heard related to congestion management. Ms. Crabbe confirmed that the issue had come up during discussions with advocacy groups, especially with regard to Treasure Island.

Mr. Whitney asked staff to identify which supervisorial district each of the recommended projects was in. Ms. Crabbe replied that she would provide that information at the next CAC meeting.

John Larson asked whether the public outreach could be quantified. Ms. Crabbe replied that it was difficult to engage members of the public on a long-range, high-level planning effort, so staff had also engaged specific community based organizations in discussion. Ms. Lombardo added that most of the projects under consideration originated from other planning processes that had also included own outreach efforts. Chair Waddling asked which community groups had been engaged. Ms. Crabbe replied that staff would share a list with the CAC.

Mr. Larkin asked whether this plan included requirements from Senate Bill 375. Ms. Crabbe replied that it did. Mr. Larkin asked for clarification on which projects had to be included in the sustainable communities' strategy. Ms. Crabbe replied that any project needing to move forward with construction by 2021 should be included as well as projects needing a federal action such as approval of the environmental document by 2021.

Mr. Larkin stated that the bus rapid transit project on Geary Boulevard might be implemented by 2021 and asked how a potential subsequent light rail project would be handled. Ms. Crabbe replied that the draft recommendations included a grouping of long-range transit planning projects which could include rail in the Geary corridor. Mr. Larkin said that he understood that not including a light rail project on Geary Boulevard did not mean it would not ultimately be implemented, but said that he wanted to make sure the potential project got as much visibility as possible such as by including it in the list of example projects in the long-range planning project description.

Ms. Lombardo emphasized that because Plan Bay Area (PBA) was fiscally constrained, not every project could fit within the budget. So, she said that staff worked to ensure that projects can still advance even if not fully funded through construction in PBA. To Mr. Larkin's point, Ms. Lombardo said that staff could bring a list of projects that are currently being considered in various plans such as the San Francisco Municipal Transportation Agency's (SFMTA's) Rail Capacity Study and the Bay Area Core Capacity Study so the CAC could have a better idea of the many projects that are being considered in various long range planning efforts. Ms. Lombardo continued by emphasizing that PBA is not the place where San Francisco local priorities should be vetted, and said that vetting needed to take place locally such as within the San Francisco Transportation Plan. Ms. Lombardo briefly described the coordinated long range planning that is being scoped by the Transportation Authority, SFMTA, the San Francisco Planning Department and the San Francisco Mayor's Office, noting that this process would have a very robust community engagement strategy. She concluded by saying that the CAC would receive a briefing on the long range planning work in the next couple of months.

Ms. Sachs stated that she had heard news reports that seniors were having difficulty navigating Gerrard Street near the Presidio Parkway construction site. Ms. Lombardo said that changes were being implemented to alleviate those issues and she would provide that information to the CAC separately.

Ms. Crabbe encouraged members of the CAC to contact her with any input they had on project recommendations for Plan Bay Area 2040.

During public comment, Roland LeBrun said that it was important to think about a second transbay rail tunnel in Plan Bay Area 2040 because it would decongest transit hubs including the Embarcadero and Montgomery stations. He said he would advocate for the Metropolitan Transportation Commission to establish a new authority to implement such a tunnel.

## **10. Major Capital Projects Update – Transbay Transit Center and Downtown Extension – INFORMATION**

Shari Tavafrashti, Principal Engineer, presented the item per the staff memorandum. Maria Lombardo, Chief Deputy Director, said that staff would share the results of the Metropolitan Transportation Commission's cost review with the CAC.

John Larson asked who had been responsible for the poor cost estimates. Ms. Tavafrashti replied that under the delivery method the Transbay Joint Powers Authority (TJPA) had chosen, the contractor was responsible for bidding out portions of the overall project.

Peter Sachs asked how much less Parcel F might sell for given that the live auction had been cancelled. Ms. Lombardo replied that TJPA was still negotiating with five qualified bidders.

During public comment, Roland Lebrun said that he had written a letter to the CAC explaining that losing control of Block 5 would prevent a potential connection from the east side of the Transbay Transit Center to a potential transit tunnel to the East Bay.

**11. Chinatown Neighborhood Transportation Plan Final Report – INFORMATION**

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

Peter Sachs asked about the benefits of pedestrian scrambles for safety. Ms. Greene-Roesel responded that research showed that scrambles typically improved pedestrian safety overall, however they could result in increased pedestrian violations and increased transit delay. She said the San Francisco Municipal Transportation Agency would be analyzing the effects of scrambles on Kearny Street.

Wells Whitney indicated that he thought pedestrian scrambles on Columbus Street would reduce transit delay because they reduce conflicts with high volumes of pedestrians.

Jacqueline Sachs stated that scrambles should include a no turn on red sign to protect seniors.

During public comment, Roland Lebrun stated that a road diet would be beneficial for the corridor.

**12. Update on One Bay Area Grant Program Cycle 1 Projects – INFORMATION**

Seon Joo Kim, Senior Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked about the cost of the environmental phase for ER Taylor and Longfellow Safe Routes to School projects, and said he anticipated it to be relatively large for the size of the projects. Ms. Kim responded she would follow up with San Francisco Public Works to obtain the cost information.

There was no public comment.

**13. Introduction of New Business – INFORMATION**

Tilly Chang, Executive Director, welcomed recently appointed CAC members and said that Transportation Authority Board Chair Scott Wiener had asked staff to conduct polling on potential new revenue measures. She mentioned that other counties and BART would likely move forward with new revenue measures in the near future and that there were advantages to be explored of moving measures forward in tandem. She promised to bring the results back to the CAC. Chair Waddling asked if the poll questions would ask about the amount of the potential measure. Ms. Chang confirmed that and said the polls would measure several different things.

Jacqueline Sachs said that she would like an update on the late night transit study, “The Other 9-5”, and asked for bus drivers to be included in the discussion. She said that she would like bus service brought back to the level of December 5, 2009.

There was no public comment.

**14. Public Comment**

There was no public comment.

**15. Adjournment**

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



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**San Francisco County Transportation Authority**  
**September 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 **new support positions** on Assembly Bill (AB) 779 (Garcia, Cristina), AB First Extraordinary Session (ABX1) 7 (Nazarian), ABX1 8 (Chiu), Senate Bill First Extraordinary Session (SBX1) 7 (Allen), SBX1 8 (Hill), and SBX1 14 (Canella); and **new oppose positions** on ABX1 6 (Hernandez, Roger), ABX1 13 (Grove), ABX1 17 (Achadjian), and SBX1 6 (Runner).

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 2</a> Amended: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (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 Second Reading	Watch	The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (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.
<a href="#">AB 6</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk R</a> (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.

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<a href="#">AB 8</a> Amended: 7/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (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 authorize 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 Concurrence	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.
<a href="#">AB 23</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (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.
<a href="#">AB 24</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	Transportation network companies: public safety requirements. Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles' (DMV's) 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 2 year	Watch	Intended to further develop the existing transportation network company regulatory statutes by requiring TNCs to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.
<a href="#">AB 28</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (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 Third Reading	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.

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<a href="#">AB 35</a> Amended: 5/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (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.	Senate Second Reading	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.
<a href="#">AB 40</a> Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (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.	Senate Second Reading	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.
<a href="#">AB 61</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis R</a> (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.
<a href="#">AB 156</a> Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Senate Appropriations	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.

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<a href="#">AB 162</a> Chaptered: 7/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez D</a> (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.	Assembly Chaptered	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
<a href="#">AB 194</a> Amended: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (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	Senate Second Reading	Support	The author introduced this bill for the Self-Help Counties' Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities.  As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility.  Proposed amendments would permit local authority, under agreement to be responsible for environmental, design and financial studies. Metropolitan Planning Organization would operate the facility.
<a href="#">AB 208</a> Enrollment: 8/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bigelow R</a> (Dist 5)	Vehicles: highway: lane use. Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.	Assembly Enrolled	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.
<a href="#">AB 212</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadian R</a> (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.



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<a href="#">AB 227</a> Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (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.
<a href="#">AB 239</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a> (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.
<a href="#">AB 313</a> Amended: 8/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	Enhanced infrastructure financing districts (IFDs). Would require, after the adoption of a resolution of intention to establish the 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 Third Reading	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.
<a href="#">AB 318</a> Amended: 6/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a> (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate 2 year	Watch	This bill establishes a pilot program, until, 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days.  LA Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.
<a href="#">AB 378</a> Introduced: 2/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	State Highway 101 corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly 2 year	Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor.

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<a href="#">AB 457</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (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.
<a href="#">AB 464</a> Vetoed: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Vetoed	Support	Provides significant new local government sales tax capacity by setting local cap at 3%.  Latest amendment would retain 2% cap through 2016, with the cap increased to 3% after 2016.
<a href="#">AB 481</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (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.
<a href="#">AB 516</a> Amended: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Senate Second Reading	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.  The bill is sponsored by the Metropolitan Transportation Commission to address bridge toll fare evasion.

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<a href="#">AB 518</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (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.
<a href="#">AB 528</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (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.
<a href="#">AB 620</a> Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (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.
<a href="#">AB 744</a> Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a> (Dist 49)	Planning and zoning: density bonuses. Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets these criteria in excess of specified ratios. This prohibition applies only at the request of the developer and specifies that the developer may request additional parking incentives or concessions. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within 1/2 mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	Senate Third Reading	Support	This bill would eliminate minimum parking requirements for developments near major transit stops on senior or special needs housing. City planning staff has asked for support of this bill.

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<a href="#">AB 772</a> Amended: 8/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina</a> D (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate Appropriations	New – Recommend Support	Latest amendment eliminates level of service as an element of a congestion management program.
<a href="#">AB 828</a> Amended: 7/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low</a> D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission (PUC) to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate Energy, Utilities and Communications	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions. Also, requires PUC to conduct an investigation relative to whether existing laws and regulations create a fair market.
<a href="#">AB 869</a> Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper</a> D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	Senate Inactive File	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu</a> 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 remains a spot bill regarding state transportation funding.  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.

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<a href="#">AB 886</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a> (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 Transportation Network Companies (TNCs), but all future transportation services, including taxis, which may someday adopt online-enabled applications or platforms. This bill then seeks to protect TSNP customer data consistent with 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.
<a href="#">AB 902</a> Enrolled: 8/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	Traffic violations: diversion programs. Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to the imposition of those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program that is sanctioned by local law enforcement	Assembly Enrollment	Support	The bill expands the applicability of local diversion programs for Vehicle Code violations not involving a motor vehicle from a "minor's only" policy to include violators of all ages. A frequent violation that fits this program is running stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit.
<a href="#">AB 945</a> Amended: 5/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ling D</a> (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	Watch	SFMTA supports this bill. 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.
<a href="#">AB 1015</a> Chaptered: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (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.	Assembly Chaptered	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.

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<a href="#">AB 1030</a> Amended: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas</a> D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate Appropriations	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.
<a href="#">AB 1033</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia,</a> <a href="#">Eduardo D</a> (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 Public Private Partnerships.
<a href="#">AB 1087</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (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 Initial Construction Segment, and (2) blended system projects. This would prevent the ultimate project from being fully realized.
<a href="#">AB 1096</a> Amended: 6/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (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 Third Reading	Watch	This bill pertains to the definition of motorized bikes.

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<a href="#">AB 1098</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (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 Congestion Management Plan 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.
<a href="#">AB 1138</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (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 phases of High Speed Rail project.
<a href="#">AB 1160</a> Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (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.

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<a href="#">AB 1171</a> Enrolled: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the CM/GC project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	Assembly Desk	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.
<a href="#">AB 1176</a> Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (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 contains other related provisions.	Senate Appropriations	Watch	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.  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.
<a href="#">AB 1236</a> Amended: 8/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city, county, or city and county to approve an application for 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.	Senate Second Reading	Watch	Subjects electric vehicle charging station to requirement that local governments approve installations.
<a href="#">AB 1250</a> Amended: 7/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	Vehicles: buses: axle weight. Would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. This bill would also establish certain weight limitations for transit buses procured through a solicitation process pursuant to which a solicitation was issued at a specified time. The bill would provide that these provisions do not authorize the operation of a transit bus on a bridge if the gross weight of the bus exceeds the single vehicle maximum weight limit to which that bridge was designed, except as specified.	Senate Third Reading	Watch	Sponsored by California Transit Association to provide extension of time to reconcile policy differences between local governments and transit agencies over the operation of buses that exceed state legal limits. ADA and CNG tanks added to buses pursuant to state or federal mandates may result in heavy vehicles.



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<a href="#">AB 1265</a> Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (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 (P3s). 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 2 year	Support	Extends P3 law through 2030.  Similar bill introduced in Special Session: ABX1 - 2 (Perea) and SBX1-14 (Cannella).
<a href="#">AB 1284</a> Chaptered: 8/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (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.	Assembly Chaptered	Watch	Subjects BATA to open meeting act requirements.
<a href="#">AB 1287</a> Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	Vehicles: parking violations. Current law requires San Francisco to provide to the transportation and judiciary committees of the Legislature, no later than March 1, 2015, an evaluation of the effectiveness and impact on privacy of video imaging parking violations occurring in transit-only traffic lanes if San Francisco installs automated forward-facing parking control devices on city-owned public transit vehicles for that purpose. This bill would delete obsolete provisions requiring the evaluation and would also delete the repeal date for San Francisco's authority to install the parking control devices, thereby extending the operation of those provisions indefinitely.	Senate Third Reading	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking violations.
<a href="#">AB 1335</a> Amended: 6/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	Building Homes and Jobs Act. Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. 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. This bill contains other related provisions and other existing laws.	Assembly Third Reading	Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities.

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<a href="#">AB 1336</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a> (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.
<a href="#">AB 1360</a> Amended: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ling D</a> (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Senate 2 year	Watch	TNCs have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.
<a href="#">AB 1364</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	California Transportation Commission. 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.
<a href="#">AB 1384</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	Toll facilities: Metropolitan Transportation Commission Current law authorizes the Bay Area Toll Authority 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.

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<a href="#">AB 1422</a> Amended: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a> (Dist 9)	Transportation network companies. Would provide that a transportation network company is eligible and required to participate in the Department of Motor Vehicles' pull-notice system to regularly check the driving records of a participating driver regardless of whether the participating driver is an employee or an independent contractor of the transportation network company. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Concurrence	Watch	The bill requires transportation network companies to participate in Department of Motor Vehicle employer pull-notice system to regularly check the driving records of a participating driver.  Similar to AB 24 (Nazarian).
<a href="#">AB 1486</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Obermoltz R</a> (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.
<a href="#">ABX1.1</a> Introduced: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (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 Print	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
<a href="#">ABX1.2</a> Introduced: 6/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (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. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	Support	Extends Public Private Partnership law indefinitely.  Similar to AB 1265 (Perea) and SBX1 14 (Cannella)

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<a href="#">ABX1.3</a> Introduced: 7/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.	Assembly Third Reading	New – Recommend Watch	Special session spot bill.
<a href="#">ABX1.4</a> Introduced: 7/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Assembly Third Reading	New – Recommend Watch	Special session spot bill.
<a href="#">ABX1.6</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Assembly Print	New – Recommend Oppose	The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.
<a href="#">ABX1.7</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Assembly Print	New – Recommend Support	The bill would seek to increase cap and trade revenues to 2 transit programs: (1) rail capital and (2) transit operations.  This bill is the same as SBX1 8 (Hill).

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<a href="#">ABX1 8</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Assembly Print	New – Recommend Support	The bill seeks to increase State Transit Assistance funds by increasing the sales tax rate on diesel.  This bill is the same as SBX1 7 (Allen).
<a href="#">ABX1 9</a> Introduced: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	New – Recommend Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandating that Caltrans restore a 3rd lane on Richmond bridge.
<a href="#">ABX1 10</a> Introduced: 8/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	Public works: contracts: extra compensation. Would provide that a state entity in a mega-infrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the mega-infrastructure project, as defined, has been completed and an independent third party has verified that the mega-infrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Assembly Print	New – Recommend Watch	Would restrict state agencies from providing extra payments to contractors on mega-infrastructure projects.
<a href="#">ABX1 13</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to the Department of Transportation for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.	To Print	New – Recommend Oppose	Continuously appropriates 50% of the annual proceeds of Cap and Trade funds, with 50% to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes. Among other concerns, there is a poor nexus with state highway and local streets and roads maintenance with GHG reduction.

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<p><a href="#">ABX1 14</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Waldron R</a> (Dist 75)</p>	<p>State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>To Print</p>	<p>New – Recommend Watch</p>	<p>Continuously appropriates \$1 billion from the General Fund, with 50% to Caltrans for maintenance of the state highway system or to the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.</p>

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<b>ABX1 15</b> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes.	To Print	New – Recommend Watch	Reduces the current year \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, 50% to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.

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<a href="#">ABX1 16</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	State highways: transfer to local agencies: pilot program. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.	To Print	New – Recommend Watch	Establishes a pilot program within Caltrans, over a 5-year period, under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Any cost savings realized by a participating county to be used by the county for other transportation priorities.
<a href="#">ABX1 17</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadian R</a> (Dist 35)	Greenhouse Gas Reduction Fund: state highway operation and protection program. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state 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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	To Print	New – Recommend Oppose	Continuously appropriates 25% of the annual Cap and Trade proceeds for projects in the state highway operation and protection program. Among other concerns such as wishing to see more cap and trade funds available for transit, this bill is intended to fund state highway rehabilitation and maintenance which has a poor nexus with GHG reduction.



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<a href="#">ABX1 18</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	Vehicle weight fees: transportation bond debt service. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	To Print	New – Recommend Watch	Prohibits truck weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.
<a href="#">ABX1 19</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	California Transportation Commission. Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing 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.	To Print	New – Recommend Watch	Excludes the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government

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<p><a href="#">ABX120</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Gaines R</a> (Dist 6)</p>	<p>State government: elimination of vacant positions: transportation: appropriation. Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>To Print</p>	<p>New – Recommend Watch</p>	<p>This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. It would also continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made to cities and counties by a specified formula for street and road purposes.</p>

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<a href="#">ABX121</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Olbermole R</a> (Dist 30)	Environmental quality: highway projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also 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. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	In Print	New – Recommend Watch	Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it finds an imminent threat to health/safety or unforeseen ecological values that would be harmed.
<a href="#">ACA4</a> Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	Assembly Appropriations Suspense File	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.
<a href="#">SB1</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.

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<a href="#">SB 5</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (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.
<a href="#">SB 8</a> Amended: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a> (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.
<a href="#">SB 9</a> Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, 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, expanding and improving transit services to increase ridership, and improving transit safety.	Assembly Third Reading	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System.  Amended to delete requirement that 90% of funds are for large projects that cost more than \$100 million.

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<a href="#">SB 16</a> Amended: 6/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.	Senate Third Reading	Support and Seek Amendment	Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$35 and VLF by .35%.  We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the VLF increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016.
<a href="#">SB 34</a> Amended: 7/13/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	Automated license plate recognition (ALPR) systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. The bill would impose similar requirements on an "ALPR end-user," as defined. This bill contains other related provisions and other existing laws.	Assembly Third Reading	Watch	Similar bill introduced in Special Session: SBX1-1 (Beall).  The bill is intended to enhance the automated license plate recognition end-user data collection.
<a href="#">SB 39</a> Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	Vehicles: high-occupancy vehicle (HOV) lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for HOVs. Current law authorizes the Department of Motor Vehicles (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.  The Transportation Budget Trailer Bill, AB 95, increased the number of decals from 70,000 to 85,000.
<a href="#">SB 59</a> Introduced: 12/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight R</a> (Dist 0)	Vehicles: high-occupancy vehicle lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate 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.

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<a href="#">SB 64</a> Amended: 6/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	California Transportation Plan. The California Transportation Commission is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.	Assembly Appropriations Suspense File	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.
<a href="#">SB 154</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (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.
<a href="#">SB 158</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (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.
<a href="#">SB 166</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (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.
<a href="#">SB 167</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	Fires: interference: unmanned aircraft. This bill would make it unlawful to knowingly, intentionally, or recklessly operate an unmanned aircraft or unmanned aircraft system, as defined, in a manner that prevents or delays the extinguishment of a fire, or in any way interferes with the efforts of firefighters to control, contain, or extinguish a fire. The bill would make a violation of this prohibition punishable by imprisonment in a county jail not to exceed 6 months, by a fine not to exceed \$5,000, or by both that fine and imprisonment.	Assembly Public Safety	New – Recommend Delete from Matrix	Originally a spot bill related to Cap and Trade programs. Amended to now apply to regulation of drones.

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<a href="#">SB 192</a> Amended: 4/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (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 2 year	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.
<a href="#">SB 254</a> Amended: 6/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	State highways: relinquishment. Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Assembly 2 year	Watch	This bill authorizes the California Transportation Commission (CTC) to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute.  A budget trailer bill was approved to accomplish the goals of this bill.
<a href="#">SB 321</a> Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Assembly Consent Calendar	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process.

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<a href="#">SB 413</a> Amended: 7/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Witekowski D</a> (Dist 10)	Public transit: prohibited conduct. Current law makes it a crime, punishable as an infraction, for a 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 on the facilities, vehicles, or property of the public transportation system, in specified circumstances. 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 unreasonably loud sound equipment on or in a public transportation system facility or vehicle.	Assembly 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 in May. However, the bill still does not provide for relief for minors from records.
<a href="#">SB 433</a> Amended: 5/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill R</a> (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020-21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
<a href="#">SB 491</a> Amended: 6/29/2015 <a href="#">pdf</a> <a href="#">html</a>	Committee on Transportation and Housing	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	Senate Concurrence	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 508</a> Amended: 8/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Transportation funds: transit operators: pedestrian safety. 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 fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index.	Assembly Third Reading	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.



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<a href="#">SB 516</a> Amended: 8/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fuller R</a> (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 Concurrence	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
<a href="#">SB 564</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Assembly 2 year	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.  SFMTA has also adopted a support position on this bill.
<a href="#">SB 595</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (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.
<a href="#">SB 632</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (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 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.

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<a href="#">SB 698</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (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.
<a href="#">SB 782</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (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.
<a href="#">SBX11</a> Amended: 8/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Senate Appropriations	Support and Seek Amendment	Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$70.  We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the VLF increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016.  This bill is similar to SB 16 (Beall).

**San Francisco County Transportation Authority  
September 2015**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SBX12</a> Introduced: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Senate Transportation and Infrastructure Development	Oppose	The bill seeks to transfer from current Cap and Trade permanent allocations for High Speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways.  The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to 10 cents per gallon of fuel.  The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SF Muni was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.
<a href="#">SBX13</a> Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	Transportation bonds: highway, street, and road projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Senate Transportation and Infrastructure Development	Oppose	Prohibits new bond sales for High Speed Rail, except for funding of book end projects and Connectivity Program projects.  Further, unspent bonds already sold would be used to retire existing Prop 1A high speed bond debt.  The effect of this bill would be to halt the High Speed Rail project, even though desirable regional projects would be left untouched.
<a href="#">SBX14</a> Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Third Reading	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.

**San Francisco County Transportation Authority**  
**September 2015**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SBX15</a> Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Senate Third Reading	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
<a href="#">SBX16</a> Introduced: 7/13/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner R</a> (Dist 21)	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Senate Transportation and Infrastructure Development	New – Recommend Oppose	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads, with a greatly reduced amount for transit.
<a href="#">SBX17</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	Diesel sales and use tax. Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Senate Transportation and Infrastructure Development	New – Recommend Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate.  Bill is the same as ABX1 8 (Chiu).
<a href="#">SBX18</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Transportation and Infrastructure Development	New – Recommend Support	The bill would increase cap and trade funding dedicated to (1) transit capitol (2) transit operation.  Bill is the same as ABX1 7 (Nazarian).

**San Francisco County Transportation Authority**  
**September 2015**

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<a href="#">SBX1 9</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Moorlach R</a> (Dist 37)	Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Senate Transportation and Infrastructure Development	New – Recommend Watch	The most prominent element of this bill would be to mandate that Caltrans contract with qualified private entities for architectural and engineering services for a minimum of 50% of the total annual value of these services with respect to public works of improvements undertaken by Caltrans..
<a href="#">SBX1 10</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates R</a> (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	New – Recommend Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.
<a href="#">SBX1 11</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill R</a> (Dist 8)	California Environmental Quality Act (CEQA): exemption: roadway improvement. CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.	Senate Transportation and Infrastructure Development	New – Recommend Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that are within the road footprint.
<a href="#">SBX1 12</a> Amended: 8/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner R</a> (Dist 21)	California Transportation Commission (CTC). Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	New – Recommend Watch	Re-establishes independence of CTC from the Transportation Agency.

**San Francisco County Transportation Authority**  
**September 2015**

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<a href="#">SBX1 13</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	Office of the Transportation Inspector General. Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.	Senate Appropriations	New – Recommend Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and California High Speed Rail Authority.
<a href="#">SBX1 14</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Senate Transportation and Infrastructure Development	New – Recommend Support	Extends current P3 law indefinitely. Similar to AB 1265 (Perea) and ABX1 2 (Perea)
<a href="#">SCA 5</a> Amended: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.
<a href="#">SCAX1 1</a> Introduced: 6/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.	Senate Transportation and Infrastructure Development	Support	Intended to protect new revenues generated by new transportation taxes or fees.

**Total Measures: 111**

**Total Tracking Forms: 111**



# Memorandum

**Date:** 09.23.15 **RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Award of a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority seeks to contract with a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs. On August 12, 2015, the Transportation Authority issued a request for proposals (RFP) for state legislative and advocacy services. By the proposal deadline of September 14, 2015, one firm submitted a bid, which included both a technical and cost component. Based on the process defined in the evaluation criteria of the RFP document, the selection panel, comprised of Transportation Authority staff, recommended award of the state and legislative advocacy services contract to the firm of Smith, Watts and Hartmann.

## BACKGROUND

The Transportation Authority contracts with City and County of San Francisco (City) departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff. The Transportation Authority is seeking a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs. The Transportation Authority uses these services to take positions on bills affecting its role as administrator of local transportation sales tax funds, as the Congestion Management Agency for San Francisco, as the San Francisco Program Manager for the Transportation Fund for Clean Air Program, as the administrator of Prop AA vehicle registration fee and as the Treasure Island Mobility Management Agency.

The Transportation Authority's current contract with Smith, Watts, and Hartmann for state legislative analysis and advocacy services is in its fifth year and will expire on October 31, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years.

## DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of the advocacy services contract to Smith, Watts, and Hartmann.

This consultant is expected to provide the Transportation Authority effective representation and advocacy on all state surface transportation, congestion management, transportation funding, infrastructure finance and delivery, transportation-related land use, climate change and clean air initiatives before the Legislature, state agencies and related interest groups.

The consultant will perform the following tasks:

- Provide advice, counsel and assistance to the Transportation Authority on all state legislative issues involving transportation policy, transportation funding, infrastructure finance and delivery, congestion management, transportation-related land use, climate change and clear air issues;
- Monitor pending legislation and advise the Transportation Authority of the status and impact of legislation affecting the Transportation Authority and/or its programs;
- Assist the Transportation Authority in developing an annual overall state transportation legislative/appropriations strategy, in coordination with other City and regional transportation agencies;
- Act as liaison, as needed and requested by the Executive Director, to the Senate and Assembly Transportation Committees of the Legislature, as well as to the California Department of Transportation, the California Air Resources Board and the California Transportation Commission;
- Suggest, develop and help implement legislation which supports the Transportation Authority's goals and objectives;
- Coordinate legislative initiatives with the Metropolitan Transportation Commission and other self-help counties in the region and the state;
- Coordinate legislative initiatives with the City's Sacramento legislative advocate, to ensure synergy and avoid duplication of efforts on issues on which both City and Transportation Authority may choose to take positions;
- Provide timely responses to legislative requests for testimony or information on Transportation Authority initiatives or bills affecting the Transportation Authority;
- Represent the Transportation Authority's interests before the legislature or in individual meetings with legislators and staff, as directed;
- Assist the Transportation Authority in developing an annual overall state transportation legislative and appropriations strategy, in coordination with other city and regional transportation agencies;
- Provide other legislative services as needed.

Written reports will be required, as follows:

- Monthly progress/cost reports on pending legislation and specific legislative activities performed by category, staff assignment, and hours worked;



- Presentations to the Citizens Advisory Committee, Finance Committee and/or Board, upon request;
- Memoranda on specific issues as requested by the Executive Director or the Chief Deputy Director;
- Updates on bills monitored by the Transportation Authority during legislative sessions; and
- Draft report advising the development of the Annual State Legislative Program.

On August 12, 2015, the Transportation Authority issued a Request for Proposals (RFP 15/16-01) for state legislative and advocacy services. By the due date of September 14, 2015, we received one proposal in response to the RFP. The review panel, consisting of Transportation Authority staff, reviewed the proposal based on the qualifications and other criteria detailed in the RFP. Based on the selection panel's evaluation of the proposal, the panel recommended award of the contract to the firm of Smith, Watts & Hartmann. The contract will be for a three-year term, with options to renew for two additional one-year terms at the Transportation Authority's discretion, based on satisfactory performance and annual negotiation of costs.

For this contract, we have established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise (LBE)/Small Business Enterprise (SBE) goal of 10%, accepting certifications by the Transportation Authority, the City, the California Department of General Services, or the California Unified Certification Program. We took steps to encourage participation from DBEs, LBEs and SBEs, including distributing the RFP to the Transportation Authority's mailing list, DBEs, LBEs, SBEs, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils. We also advertised the RFP in seven newspapers: Nichi Bei Weekly, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, Sacramento Bee, Small Business Exchange, and the Western Edition. Smith, Watts and Hartmann is a certified SBE and has pledged a total SBE utilization of 100% for the proposed contract.

## **ALTERNATIVES**

1. Adopt a motion of support for the award of a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services 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 three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services 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**

The total cost of the contract will not exceed \$135,000 for the initial three years. A portion of the first year's activity was included in the Transportation Authority's adopted Fiscal Year 2015/16 budget. Sufficient funds will be included in future budgets to cover the cost of this contract.

## **RECOMMENDATION**

Adopt a motion of support for the award of a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.



# Memorandum

**Date:** 09.25.15

**RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Eric Cordoba – Deputy Director for Capital Projects 

**Subject:** **ACTION** – Adopt a Motion of Support to Execute Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000, and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions

## Summary

The Transportation Authority is seeking project approval from the California Department of Transportation (Caltrans) and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue as part of the I-280 Interchange Modifications at Balboa Park Project. In order to construct the off-ramp realignment, Cooperative Agreement No. 04-2582 must be executed with Caltrans. Caltrans has requested reimbursement in an amount not to exceed \$150,000 for work associated with this cooperative agreement. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41.

## BACKGROUND

In June 2014, through Resolution 14-86, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report. This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280. California Department of Transportation (Caltrans) approval is required for implementation of any modifications to the interchange.

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

## **DISCUSSION**

The purpose of this memorandum is to recommend the execution of a cooperative agreement with Caltrans for the project development phase of the Southbound I-280 Off-Ramp to Ocean Avenue Realignment Project, part of the I-280 interchange modifications at Balboa Park.

On May 15, 2015, Caltrans determined that there was significant justification to recognize the Transportation Authority as the lead agency under CEQA; Caltrans will be NEPA lead agency. On July 20, 2015, Caltrans approved our request to prepare a combined PSR/PR as the required Project Initiation Document (PID), a major step in expediting the project approval process.

Cooperative Agreement No. 04-2582 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project. Government Code section 65086.5 authorized Caltrans to review and approve PIDs prepared by local agencies as reimbursed work. Caltrans responsibilities include review and approval of the PSR/PR prepared by the Transportation Authority, provision of relevant Caltrans proprietary data and maps for the project area to the Transportation Authority, participation in project development team meetings, and provision of independent quality insurance of the work performed by the Transportation Authority and its consultants. In addition, Caltrans will perform quality control/quality assurance program process reviews for environmental documentation. The culmination of this phase of work will be approved environmental clearance under both CEQA and NEPA, and Caltrans project approval allowing the project to proceed to final design and implementation, anticipated to be completed in July 2016.

The Transportation Authority is responsible for all project costs, including preparation of the PSR/PR and environmental documentation, and reimbursement to Caltrans. Caltrans staff have reviewed the project description and evaluated the expected level of effort. The cooperative agreement includes a reimbursement amount not to exceed \$150,000.

## **ALTERNATIVES**

1. Adopt a motion of support to execute Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, as requested.
2. Adopt a motion of support to execute Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

Budget for services identified in this agreement will be provided by funds from Prop K sales tax funds appropriated through Resolution 15-41 and were included in the Transportation Authority's adopted Fiscal Year 2015/16 budget.

## **RECOMMENDATION**

Adopt a motion of support to execute Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and to authorize the

Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions.




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# Memorandum

**Date:** 09.23.15 **RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Eric Cordoba – Deputy Director for Capital Projects 

**Subject:** **ACTION** – Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

## BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA is currently working with the Transportation Authority in securing all approvals for the project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps (on the east side

of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB.

Over the last seven years, the Transportation Authority I-80/YBI Ramps Improvement Project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement, with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency, was approved in December 2011. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345.50 for the project and authorized the Executive Director to execute the construction contract and all other supporting documents, and authorize a construction allotment of \$63,874,686.

## **DISCUSSION**

The purpose of this memorandum is to seek a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) by \$1,000,000 to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project.

In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In October 2009, through Resolution 10-21, the Transportation Authority authorized the execution of Caltrans Cooperative Agreements to allow for reimbursement of Caltrans estimated capital and support costs by temporarily shifting funds from the AECOM professional services contract line item and thereby reduced the AECOM contract by \$1,465,000 to a not to exceed amount of \$6,735,000. In June 2010, through Resolution 10-72, the Transportation Authority approved increasing the consultant contract by \$9,200,000 for an amount not to exceed \$15,935,000 to complete preliminary engineering and design.

The project is currently in the construction phase approximately 69% complete and progressing satisfactorily. Construction completion is anticipated by August 2016. The construction of the Transportation Authority's I-80/YBI Ramps Improvement project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. Examples include nesting birds which resulted in delays and additional monitoring and stage construction changes; re-staging of traffic and detour roads to accommodate United States Coast Guard requirements, Caltrans SFOBB contract staging changes, and contractor's preferred work sequencing; bridge seismic joint revisions; on-going coordination with utility companies for relocation and tie-ins; differing site conditions; unidentified utilities and other buried objects; and extensive coordination with Caltrans Design and Construction Oversight in review of submittals and contract change orders.



Since a portion of this contract is anticipated to be funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, AECOM has maintained 10% DBE participation from six sub-consultants: Asian Pacific-owned firms, AGS, Inc., Earth Mechanics, Inc., and CHS Consulting Group; Hispanic and women-owned firm, Apex Civil Engineering; Hispanic-owned firm, Cadre Design Group, Inc.; and women-owned firm, Haygood and Associates Landscape Architects. AGS, Inc. and CHS Consulting Group are also based in San Francisco.

This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program (HPB) and State Prop 1B Seismic Retrofit funds and will be drawn down from the construction phase budget for the project, approved through Resolution 14-37. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. In July 2013, through Resolution 14-01, the Transportation Authority and TIDA entered into a Memorandum of Agreement for the construction phase of the project that established the terms and conditions of each party's roles and responsibilities. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

## **ALTERNATIVES**

1. Adopt a motion of support to increase the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000, to complete design support services for the I-80/YBI Ramps Improvement Project and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support to increase the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000, to complete design support services for the I-80/YBI Ramps Improvement Project and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

This consultant contract amendment will be 100% reimbursed by a combination of Federal HBP and State Prop 1B Seismic Retrofit funds. Funds for this contract amendment are coming from the overall existing construction contingency allocation. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA. A portion of the proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

## **RECOMMENDATION**

Adopt a motion of support to increase the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000, to complete design support services for the I-80/YBI Ramps Improvement Project and to authorize the Executive Director to modify contract

payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

**Attachment 1: Appendix A**  
**Services to be provided by Contractor**  
**I-80/Yerba Buena Island Westbound Ramps Project**  
**Tasks Required for Design Support During Construction (Amendment I)**

This Summary of Tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe the remaining effort required to prepare the required final construction contract advertisement documentation including preparation of bid ready final Plans, Specifications, and Estimates (PS&E) and associated Right of Way documentation for the I-80/Yerba Buena Island Westbound Ramps Project.

Amendments A, B, C, and D were approved previously for Project Approval/Environmental Document and Preliminary Engineering tasks. Amendment E was approved previously for the Final Design phase to prepare Plans, Specifications and Estimates (PS&E) to ready-to-list stage. Amendment F was approved previously for Right of Way acquisition and supporting engineering phase activities. Amendment G was approved previously for additional Final PS&E and Right of Way activities. Amendment H covered activities necessary for the advertisement of the project and to provide basic design support during construction of the project. This Amendment I covers unforeseen design support during construction activities including additional tree surveys for birds, weekly Caltrans OSD review support, CCSF/TIDA coordination, and substantially more RFIs/CCOs due to differing site and as-built conditions, changes by Caltrans and contractor methods.

The following tasks represent the work required to provide continued and additional Design Support During Construction during the Construction Phase of this project, and the development and design of the projects landscape plan:

**Task 301.0 Project Management, QA/QC**

Project Management activities will continue to the completion of the project and include coordination with SFCTA and the Construction Management team on a regular basis to ensure the design intent is understood and issues and decisions relating to historical decisions are maintained.

*Agency and Adjacent Project Coordination:*

Continuous coordination with Federal, State, and Local agencies is required to ensure requirements of all are met. Coordination with the multiple projects that comprise the SFOBB East Span Seismic Safety Project is a fundamental responsibility of this project. There will be design and construction overlap with the YBITS1, YBITS2 and YBI Westside Viaducts projects. Also, the Treasure Island Yerba Buena Island Redevelopment project will tie directly into this project. Coordination includes traffic circulation, construction staging, access, bicycle/pedestrian, etc

***Deliverables: Meeting Minutes, Action Items Responses, Progress Reports***

**Task 302.0 Roadway/General Design Support During Construction**

The Roadway/Civil and General design support includes all work related to the roadway design, drainage, utilities, electrical, lighting, construction traffic control and staging, and building relocation site work. This work is a key component of the overall project and critical path schedule. Many of these elements have milestone dates and liquidated damages associated with the work and it is important that any requests for information (RFI's) related to the design are addressed quickly and any contract change orders (CCO's) are developed and issued in time so as not to delay the project. Additionally these tasks include addressing final comments from the Construction Management (CM) Team on the Ready To List (RTL) PS&E package, and providing advertisement support to SFCTA and the CM Team.

### **Task 302.03 Meetings - Weekly Coordination and Other Various Coordination Meetings**

The design team will attend meetings to support the construction phase as necessary. It was assumed the design team's involvement in weekly coordination meetings be more frequent in the early part of the project (first six months) and taper off as the construction progresses. Complexity of the construction and heavy Caltrans oversight has required weekly design team involvement beyond the six months. The design team will continue attending weekly meetings for an additional six (6) months and taper off to bi-weekly and then bi-monthly construction meetings. The construction coordination meetings will be on Yerba Buena Island at CM team office. Additionally, the design team will attend meetings with TIDA redevelopment, Caltrans, and CCSF SFPUC as necessary to support the project.

***Deliverables: Meeting Notes, Action Item Responses***

### **Task 302.04 Construction Support - RFI responses and CCO preparation**

The design team will continue to respond to RFI's passed on from the CM team related to roadway and civil design elements. The design team will provide an initial response within 24 hours of receiving the RFI. RFI response documentation could include email response, technical memorandum response, hand sketches, calculation backup, or CAD drawings. When necessary a CCO plan or specification will be prepared. For this scope of work it is assumed there will be an additional five (5) CCO's beyond the original five (5) CCO's related to the roadway design, construction traffic control and staging, utilities, electrical or drainage elements.

***Deliverables: RFI Response Documentation, CCO Plan/Specifications***

### **Task 302.06 Building Relocation/Section 106 Oversight and Reviews**

During the construction phase of the project the design team will provide technical oversight to the CM team on all historical elements (Officers Historic District buildings) and the relocation of historic Quarters 10/Building 267. With this amendment this work include any revalidation work related to the historic resources. This will include reviewing all submittals related to the relocation and rehabilitation of the historic buildings, providing comments and suggestions. The design team will be on site to provide general oversight during the building relocation in coordination with the CM team. It is assumed the CM team will provide inspection of the building relocation. The design team will provide oversight on the preservation of the buildings in the Officers Historic District in the form of reviewing photo documentation, observing monitoring instrumentation installation, reviewing monitoring status reports, and reviewing and commenting on protection plans. The design team in this oversight role will be available to review/inspect any damage to the historic structures and providing comments and repair suggestions to the CM team and SFCTA.

***Deliverables: Submittal Comments, Technical Memorandums***

### **Task 302.07 Building Relocation Site Construction Support**

The design team will provide support to the CM team related to the building site plans and construction. The building site includes the relocated Q10/B267, new Restrooms, and general site improvements. The design team will address RFI's related to the buildings and prepare any necessary CCO plan/specifications. It is assumed there will be an additional three (3) CCO's beyond the original three (3) CCO's related to the building site will be prepared. The design team will review required submittals related to design intent (materials, colors, styles, structural), and provide comments. It is assumed the CM team will review submittals related to construction methods, provide all inspection, including special inspections. The design team will review all submittals related to the historic buildings Q10/B267.

***Deliverables: Revised Plans, Submittal Comments, RFI Responses, CCO preparations***

### **Task 302.08 Environmental Resources Support**

The design team will provide pre-construction biological resource support in the form of pre-construction bird surveys, and limited support as necessary during construction related to bird issues. The design team will complete two preconstruction bird surveys, one in late August, and a second two weeks prior to construction start. The bird surveys include biologist's field surveys of the project site and trees identified for removal and technical memorandum summarizing the findings and adherence to the final Environmental Document requirements. The second bird survey will include a bat survey of the trees and buildings. Bird surveys are multiple day field reviews and monitoring. The bat survey will include both visual field reviews and an acoustical night time bird survey.

The design team will provide as needed archeological and paleontological monitoring and oversight. An archeological monitoring plan will be developed for work near the archeological site previously excavated by Caltrans. During excavation for the two foundations near this site the design team's archeological lead will be on site to monitor excavation. For this scope the design team will have a paleontologist on retainer for any potential response needs. It is assumed that no paleontological issues will be discovered during construction.

***Deliverables: Technical Memorandums, Archeological Monitoring Plan, Meeting Notes***

### **Task 303.0 Structures Design Support During Construction**

The complex nature of this project and involvement of Caltrans oversight has created significant RFI's and changes to the design, beyond the original anticipated level of Design Support During Construction. The design team recognizes this is a complex project and requires significant design support in order to ensure all questions from each party are addressed and the project can be constructed in a quality manner.

### **Task 303.02 Structures A, C & D Construction Support**

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure C and D will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will review and prepare CCO plan and specification changes as necessary. It is assumed there will be an additional ten (10) CCO's beyond the original five (5) CCO's will be required for structures B and E.

***Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications***

### **Task 303.03 Structures A, C & D Meetings**

The design team structural engineer responsible for structures A, C, and D will attend weekly meetings in-person with Caltrans Structures Design Oversight until all Caltrans OSD submittals are approved. The design team structural engineer will then be available to attend meetings on an as-needed basis.

***Deliverables: Action Item Responses, Meeting Notes***

### **Task 303.06 Structures B & E Construction Support**

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated, in particular on structures B&E the use of GFRC panels has resulted in substantial RFI responses. The design team recognizes this is a complex project and requires significant design support during construction.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure B, and E will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will continue to respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will prepare CCO plan and specification changes as necessary. It is assumed an additional ten (10) CCO's beyond the original four (4) CCO's will be required for structures B and E.

***Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications***

### **Task 303.07 Structures B & E Meetings**

The design team lead structural engineer will attend select meetings and conference calls as necessary. These will include the GFRC presentation, up to 2 additional in person meetings, and teleconferences with Caltrans as necessary. The lead structures engineer is available to attend weekly meetings as necessary via teleconference.

*Deliverables: Action Item Responses, Meeting Notes*

### **Task 304.0 YBI Ramps Landscape Plan and Specifications**

The scope and administration of an accompanying landscape plan for this project has been discussed but details have not been finalized with Caltrans on the development and construction of landscaping. AECOM supported by Haygood and Associates will initiate the development of a landscape concept plan, consulting with TIDA and Caltrans on current plan concepts on the Island. The plan will be developed within the framework of the SHPO MOA requirements for the Historic Landscape Plan. Once the concept plan is agreed to final PS&E will be developed for the landscape plans, planting and irrigation plans..

### **Task 303.02 YBI Landscape Plans and Specifications**

The development of the landscape plan concept and PS&E general scope of services includes preparation of PS&E landscape documents for submittals at 35%, 65%, 95%, 100%, final and ready to list. Also included are bid support services, construction support services, inspections at completion of plant establishment period and preparation of as-builts. Haygood and Associates will review available Caltrans, TIDA and historic landscape reports to develop a conceptual landscape plan within the YBI Ramps project area. This conceptual plan will be presented and discussed at a meeting with representative agencies. The conceptual plan will be a rendered color diagram exhibit. The plan will include requirements of the SHPO MOA, concepts for planters at Clipper Cove, and under and around the new YBI Ramps. No landscape plans will be developed for detour road areas. Upon agreement of the general concept, 65%, 90%, and final PS&E plans including landscape plans, planting plans, irrigation plans and full special project specifications will be completed for advertisement within YBITS3 or CCO into the current construction contract. Haygood will provide limited inspection, and design support services during implementation of the landscape plan.



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# Memorandum

**Date:** 09.25.15 **RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Eric Cordoba – Deputy Director for Capital Projects 

**Subject:** **ACTION** – Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

## BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA is currently working with the Transportation Authority in securing all approvals for the project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB.

Over the last seven years, the Transportation Authority I-80/YBI Ramps Improvement Project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement, with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency, was approved in December 2011. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project and authorized the Executive Director to execute the construction contract and all other supporting documents, and authorize a construction allotment of \$63,874,686.

## **DISCUSSION**

The purpose of this memorandum is to seek a motion of support to increase the amount of the professional services contract with Parsons Brinckerhoff, Inc. (PB) by \$1,350,000, to a total amount not to exceed \$7,650,000, to complete construction management support services for the I-80/YBI Ramps Improvement Project.

In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to PB in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase, approximately 69% complete and progressing satisfactorily. Construction completion is anticipated by August 2016. The construction of the Transportation Authority's I-80/YBI Ramps Improvement Project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. Examples include nesting birds which resulted in delays and additional monitoring and stage construction changes; re-staging of traffic and detour roads to accommodate United States Coast Guard requirements, Caltrans SFOBB contract staging changes, and contractor's preferred work sequencing; bridge seismic joint revisions; on-going coordination with utility companies for relocation and tie-ins; differing site conditions; unidentified utilities and other buried objects; and extensive coordination with Caltrans Design and Construction Oversight in review of submittals and contract change orders.

Since a portion of this contract is anticipated to be funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, PB has maintained 15% DBE participation from two sub-consultants: African-American-owned and San Francisco-based firm, Transamerican Engineers & Associates; and Hispanic-owned firm, Garcia and Associates.

This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program (HPB) and State Prop 1B Seismic Retrofit funds and will be drawn down from the construction phase budget for the project, approved through Resolution 14-37. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. In July 2013, through Resolution 14-01, the Transportation Authority and TIDA entered into a Memorandum of Agreement for the construction

phase of the project that established the terms and conditions of each party's roles and responsibilities. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

### **ALTERNATIVES**

1. Adopt a motion of support to increase the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000, to complete construction support services for the I-80/YBI Ramps Improvement Project and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support to increase the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000, to complete construction support services for the I-80/YBI Ramps Improvement Project and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

This consultant contract amendment will be 100% reimbursed by a combination of Federal HBP and State Prop 1B Seismic Retrofit funds. Funds for this contract amendment are coming from the overall existing construction contingency allocation. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA. A portion of the proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

### **RECOMMENDATION**

Adopt a motion of support to increase the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000, to complete construction support services for the I-80/YBI Ramps Improvement Project and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

**Attachment 1: Appendix A**  
**Services to be Provided by Contractor**

**I. Description of Services**

Contractor shall provide the necessary full construction management services for the I-80/YBI Ramps Project in San Francisco, California. The construction management contract for the YBI Ramps Project will consist of a three-phase effort with Phase 1 consisting of pre-construction services; Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services.

The construction management (CM) services required will include:

**TASK1-PRE-CONSTRUCTION SERVICES (COMPLETED)**

- Perform constructability / biddability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Prepare a detailed Critical Path Method (CPM) construction schedule including pre-construction and construction activities.
- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Authority in selecting a the recommended lowest qualified bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment and approval of the Construction Contractor's baseline schedule of work.
- Review and comment on the Transportation Authority's construction contract administration procedures and policies.

**TASK 2 - CONSTRUCTION PHASE SERVICES (ONGOING)**

- Perform all necessary construction administration functions as required by the Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Programs Manual including:
  - o Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
  - o Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
  - o Prepare daily inspection reports documenting observed construction activities.
  - o Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Authority, Caltrans oversight, U.S. Coast Guard, TIDA, the City and other interested parties. Prepare and distribute minutes of all meetings.
  - o Take photographs and videotape recordings of pre-construction field conditions,

- o during construction progress, and post construction conditions.
  - o Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Authority Project Manager.
  - o Monitor project budget, purchases and payment.
  - o Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
  - o Prepare quarterly project status newsletters and issue press releases for project milestones. Provide one groundbreaking ceremony and one ribbon cutting ceremony.
- Establish and process project control documents including:
  - o Daily inspection diaries
  - o Weekly progress reports
  - o Monthly construction payments
  - o Requests for Information (RFI)
  - o Material certifications
  - o Material Submittals
  - o Weekly Statement of Working Days
  - o Construction Change Orders
  - o State Compliance Monitoring Unit to review contractor certified payrolls
- Review of construction schedule updates:
  - o Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor design consultant and Caltrans review activities.
- Review contractor's falsework and shoring submittals.
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, Caltrans, US Coast Guard, TIDA, the City, US Navy, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information.
- Provide additional CM Services per Amendment No. 1: (ADDITIONAL SERVICES)

- Coordinate building permit and resolve design/City issues related to the relocation of Quarters 10 and Building 267 to Clipper Cove.
- Provide time lapse photography and web-based photography management system.
- Provide 3.5 months additional CM Services, mitigative efforts, and change orders associated with species protection/compliance with the Federal Migratory Bird Treaty Act. Mitigate project delays caused by nesting birds.
- Provide expedited submittal reviews required to mitigate project delays caused by nesting birds.
- Provide additional source inspection for Glass Fiber Reinforced Concrete Architectural Cladding
- Provide coordination, change order, source inspection necessitated by Caltrans – directed change from modular bridge expansion joints to specialized seismic bridge expansion joints.
- Provide additional utility coordination to identify existing utilities and to relocate these utilities. Provide detailed coordination with SFPUC Water and Power.
- Provide coordination and CM Services related to construction staging changes requested by United States Coast Guard and Caltrans.

### **TASK 3 - POST-CONSTRUCTION SERVICES**

- Perform Post Construction Phase activities including:
  - Prepare initial punch list and final punch list items.
  - Finalize all bid items, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
  - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal and State requirements.
  - Turn all required construction documents over to Authority and Caltrans for archiving.



# Memorandum

**Date:** 09.23.15

**RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program

## Summary

As Congestion Management Agency (CMA) for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco’s county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, the fund estimate for the 2016 STIP leaves no new programming capacity for CMAs. Still, CMAs must submit carryover projects and any associated changes from the 2014 STIP to MTC. As shown in Attachment 2, we recommend reprogramming \$1.91 million from the San Francisco Public Works’ (SFPW’s) Broadway Chinatown IV streetscape project to its Lombard US-101 Corridor Improvement project since delays in STIP programming forced SFPW to use local funds to keep the Chinatown project on schedule. We also recommend carrying forward (essentially reconfirming) \$207,000 and \$1.114 million in existing Planning, Programming and Monitoring funds for MTC and the Transportation Authority, respectively.

## BACKGROUND

Every two years, the California Transportation Commission (CTC) adopts the State Transportation Improvement Program (STIP), a five-year program of projects for a number of state and federal transportation fund sources. While the overall STIP must be approved by the CTC, priorities for approximately 75% of the programming capacity are set by regional transportation planning agencies such as the Metropolitan Transportation Commission (MTC) for the Bay Area, and the remaining 25% is established by the state. The Regional Transportation Improvement Program (RTIP) is MTC’s submittal to the state, which is merged with other regions’ RTIPs and additional CTC priorities to become the STIP. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for establishing San Francisco’s project priorities for the RTIP. Attachment 1 shows the Transportation Authority’s Board-adopted list of San Francisco’s RTIP priorities, with a total remaining commitment of about \$147 million for four projects: Central Subway (first priority, \$75.5 million), payback to MTC of an advance for Presidio Parkway (second priority, \$34.0 million) Caltrain Electrification (\$20 million), and Caltrain Downtown Extension to a Rebuilt Transbay Terminal (\$17.9 million).

**No New Programming for Locals:** The STIP used to be a significant, although highly variable source of state funds for highways, local streets and roads, transit rehabilitation and expansion projects, and pedestrian and bicycle projects. In recent cycles, the biennial STIP programming cycles have experienced a drastic reduction in available funding, due primarily to reduced revenues from fuel taxes, but also to the lack of an adequately funded multi-year federal transportation bill. Given that this year's fund estimate is only \$46 million statewide (vs. \$1.3 billion in 2014 STIP), CTC is making no funds available for CMAAs. In accordance with MTC's 2016 RTIP Policies and Procedures, CMAAs must still submit their carryover programming and any associated changes from the 2014 STIP to MTC.

## DISCUSSION

The purpose of this memorandum is to present our recommendation for reprogramming \$1.91 million in the Regional Improvement Program (RIP) funds (the project-specific portion of the STIP funds) from the Broadway IV streetscape project to the Lombard Street US-101 Corridor project and to seek a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP as shown in Attachment 2.

**Need to Reprogram \$1.91 Million from Chinatown Broadway IV Streetscape Project:** As part of the Cycle 1 OneBayArea Grant (OBAG) County Program, MTC had assigned \$1.91 million in STIP Transportation Enhancement funds to San Francisco Public Works' (SFPW's) Chinatown Broadway IV streetscape project in Fiscal Year (FY) 2014/15, to be programmed through the 2014 STIP<sup>1</sup>. However, due to the lack of funding capacity in earlier years of the 2014 STIP period, CTC delayed the programming year to FY 2016/17. In order to keep the Chinatown Broadway IV streetscape project on schedule, we worked with the San Francisco Municipal Transportation Agency (SFMTA) and MTC to swap the STIP funds with SFMTA's revenue bonds, and committed to reprogram the STIP funds to another San Francisco project as part of the 2016 STIP.

**Lombard Street US-101 Corridor Project:** Per the fund swap explained above, we are proposing to reprogram \$1.91 million from the Chinatown Broadway IV streetscape project to a project identified by SFMTA and SFPW: the Lombard Street US-101 Corridor project. The proposed project supports the Vision Zero policy by improving safety of the 1.1 miles stretch of a high injury corridor along Lombard Street between Van Ness Avenue and Richardson Avenue. This project is also the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) project for District 2, and has received \$646,586 in Prop K sales tax funds for design and early implementation construction. Proposed improvements include curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks. SFMTA and SFPW are coordinating this project with the San Francisco Public Utilities Commission and the California Department of Transportation (Caltrans) and plan to complete the project prior to a Caltrans paving project in 2018. SFPW is the city's project lead.

The current project schedule calls for advertising the construction contract in fall 2016. This means that SFPW currently anticipates needing to allocate the STIP funds in FY 2016/17, the first year of the 2016 STIP cycle. Unfortunately, the CTC is expected to push projects out to the later years of the STIP (FY 2019/20 or FY 2020/21), since the earlier-year funds are already overcommitted. Therefore, we are working with SFPW, MTC, and CTC staff to identify alternatives that will still allow the project to move forward, such as getting CTC approval of an AB3090, which would allow the City to spend local funds on the project and get reimburse later when the STIP funds become available. Another layer of

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<sup>1</sup> The State subsequently eliminated Transportation Enhancement funds from the STIP and reclassified the remaining Transportation Enhancements programming as Regional Improvement Program funds.



complication is that SFPW is seeking state only funds from the STIP and the Active Transportation Program to avoid having to get federal environmental clearance which poses a schedule risk even though the project team has been anticipating this possibility. While possible, receiving state only funds is not a sure thing for either source, particularly the STIP since the CTC typically reserves state only funds for smaller projects.

SFPW and SFMTA are committed to delivering the Lombard project prior to the planned Caltrans repaving project. Given all the uncertainties noted above and the tight timeline, we are working closely to support SFPW and SFMTA's efforts to develop an overall strategy for project delivery that includes a variety of contingency plans to mitigate some of the risks such as identifying an alternative fund source if the Active Transportation Program grant doesn't materialize. We are expecting to get more updates on the project in the coming weeks, such as the outcome of its Active Transportation Program funding application (regional awards are scheduled to be announced by MTC in early October) and updated information resulting from interagency coordination and outreach meetings. We will incorporate relevant information and changes, as needed, prior to presenting this item to the Plans and Programs Committee.

**Planning, Programming and Monitoring Funds:** State statutes allow regional transportation agencies (e.g. MTC) and CMAs to use up to 5% of the county's RTIP share for PPM activities such as project delivery oversight, development of RTIPs and project study reports, and providing assistance to project sponsors with timely use of funds deadlines. Planning, Programming, and Monitoring funds for both MTC and San Francisco, as shown on Attachment 2, are carryover from the 2014 STIP. We are asking the CTC to re-confirm the existing programming, as required.

**Next Steps:** We will submit to MTC the draft listing of 2016 RTIP priorities by MTC's October 14 deadline. Following approval by the Transportation Authority Board, we will work with SFPW to provide MTC with the required documentation to support the proposed programming by its November 4 deadline. MTC staff will work with CMAs, Caltrans and project sponsors to develop a RTIP submittal and forward it to the CTC by December 15. We will continue to work with MTC and SFPW to advocate for CTC's approval of our 2016 RTIP recommendations as proposed.

## ALTERNATIVES

1. Adopt a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP, as requested.
2. Adopt a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP, with modifications.
3. Defer action, pending additional information or further staff analysis.

## FINANCIAL IMPACTS

Approval of San Francisco's project priorities for the 2016 RTIP would not impact the Transportation Authority's adopted Fiscal Year 2015/16 budget. The proposed reconfirmation of existing Planning, Programming, and Monitoring fund programming in FY 2016/17 and FY 2017/18 would be incorporated into future year budgets.

## RECOMMENDATION

Adopt a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP.

Attachments (2):

1. San Francisco's Remaining RIP Commitments
2. Proposed 2016 RTIP Programming Priorities

**Remaining Regional Improvement Program (RIP) Commitments  
(Resolution 14-25, Approved 10.22.13)**

<b>Remaining RIP Commitments</b>			
<b>Project</b>	<b>RIP Commitment</b>	<b>Allocated or Programmed RIP Funds</b>	<b>Remaining RIP Commitment</b>
Presidio Parkway <sup>1</sup>	\$84,101,000	\$84,101,000	\$0
Central Subway <sup>2</sup>	\$92,000,000	\$16,498,000	\$75,502,000
MTC STP/CMAQ Advance for Presidio Parkway <sup>3</sup>	\$34,000,000	\$0	\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center	\$28,000,000	\$10,153,000	\$17,847,000
Caltrain Electrification	\$24,000,000	\$4,000,000	\$20,000,000
<b>Total</b>	<b>\$262,101,000</b>	<b>\$114,752,000</b>	<b>\$147,349,000</b>

<sup>1</sup>The RIP commitment to Presidio Parkway, the highest RIP priority project, has been completed with adoption of the 2012 State Transportation Improvement Program.

<sup>2</sup>With completion of the RIP commitment to Presidio Parkway, Central Subway is now the highest priority for future RIP funds.

<sup>3</sup>Acronyms include the Metropolitan Transportation Commission (MTC), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ). Through Resolution 12-44, the Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is a third priority after fulfilling Central Subway's remaining RIP commitment.

## Attachment 2

## San Francisco 2016 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

Agency	Project	Project Totals by Fiscal Year (\$ 1,000's)					Phase	
		Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20		FY 2020/21
San Francisco Public Works	Lombard Street US-101 Corridor Improvement <sup>1</sup>	\$1,910	\$1,910					Construction
Metropolitan Transportation Commission	Planning, programming, and monitoring <sup>2</sup>	\$207	\$67	\$69	\$71			n/a
San Francisco County Transportation Authority	Planning, programming, and monitoring <sup>2</sup>	\$1,114	\$447	\$667				n/a
<b>RTIP Total</b>		<b>\$3,231</b>	<b>\$2,424</b>	<b>\$736</b>	<b>\$71</b>	<b>\$0</b>	<b>\$0</b>	
<b>RTIP Funds Available</b>		<b>\$3,231</b>						
<b>Surplus/(shortfall)</b>		<b>\$0</b>						

<sup>1</sup> Previously programmed to the San Francisco Public Works' Chinatown Broadway IV project as part of the OneBayArea Grant (OBAG) Cycle 1. The \$1.91 million had been swapped with the San Francisco Municipal Transportation Agency's local revenue bond funds because the OBAG project needed the funds sooner.

<sup>2</sup> Carryover from the 2014 STIP



# Memorandum

**Date:** 09.24.15 **RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*  
Maria Lombardo – Chief Deputy Director *mel*

**Subject:** **ACTION** – Adopt a Motion of Support for Approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040

## Summary

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be listed in PBA as individual projects. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for projects from multi-county project sponsors such as BART. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial local discretionary county budget of \$8.4 billion to assign to projects and programmatic categories but ultimately we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; therefore we have worked closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. At its September 2 meeting, the CAC reviewed a draft list of projects and draft goals and objectives. We have incorporated feedback from the CAC and Board and have worked with project sponsors to revise the draft project list, assign local discretionary funding, and determine our proposed requests for regional discretionary funding. We propose submitting the projects and funding assignments in Attachments 3 through 5 to MTC for consideration for inclusion in PBA 2040.

## BACKGROUND

On May 26, 2015, the Transportation Authority issued a call for projects for consideration in San Francisco's list of priorities for Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the RTP/SCS, which sets policy and transportation investment priorities in the nine Bay Area counties, sets the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

**PBA 2040 Call for Projects:** MTC and ABAG undertake 3 parallel processes which together generate the universe of projects that will be considered for inclusion in PBA. These include: 1) MTC-led state of good repair needs assessment for transit, local streets and roads, and highways; 2) MTC-led call for projects for regionally significant projects, including projects proposed by multi-county project sponsors such as regional transit operators; and 3) Congestion Management Agency-led (CMA-led) county-level call for projects. The latter call for projects is the subject of this memorandum.

The final approved RTP/SCS is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan, in this case from 2017 to 2040. For PBA 2040, MTC has assigned San Francisco an \$8.4 billion initial cap of local discretionary funds to assign to projects and programs. This initial county budget target is higher than the final discretionary funding budget within which we will eventually have to fit San Francisco's project priorities. As we work with MTC/ABAG through the PBA 2040 process, MTC will undertake project performance evaluation (for uncommitted projects over \$100 million), establish regional priorities, and refine funding projections. Before the recommended PBA investment scenario is chosen, CMAs will be asked to reduce their project lists to meet final financially constrained targets. The lists may have to be trimmed even further if the revenue measures under consideration for the 2016 election are unsuccessful.

## DISCUSSION

The purpose of this memorandum is to seek a motion of support to approve a final draft list of projects and programs that the Transportation Authority will submit to MTC for consideration for inclusion in PBA 2040. We are also seeking a motion of support for our proposed goals and objectives that will guide our advocacy for the overall PBA 2040 effort.

**Draft San Francisco Goals and Objectives:** Our approach to PBA 2040 has been informed by the draft goals and objectives shown in Attachment 1. Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance-based decision-making to equity issues to project delivery.

**Project Identification Process:** Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040. Public agency staff and members of the public were also invited to submit project ideas through a call for projects issued by the Transportation Authority in May. All projects were required to have a confirmed public agency sponsor in order to be considered for inclusion in San Francisco's draft list of project priorities. For projects that were directly submitted by a member of the public or stemmed from our community outreach, we forwarded ideas to likely public agency sponsors for consideration.

As noted above, MTC directed sponsors of multi-jurisdictional or regional projects (e.g. the California Department of Transportation, BART, the Peninsula Corridor Joint Powers Board, and the Water Emergency Transportation Authority) to submit projects directly to MTC. However, we also coordinated with these agencies to identify San Francisco priorities and consider whether to commit a share of our local discretionary budget to them. Similarly, transit and local streets and roads state of

good repair projects do not need to be submitted through the CMA call for projects because MTC is separately collecting information on SOGR projects.

Projects can be included in PBA in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects that need to be coded in the regional travel demand forecasting model must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic categories. As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.

**Public Outreach:** We led a series of public outreach efforts in the spring and summer of 2015 in order to solicit project ideas and feedback for the call for projects and kick off an update to the San Francisco Transportation Plan (SFTP). Multi-lingual outreach efforts included printed materials, notices in neighborhood newspapers, social media and targeted outreach to groups representing low income individuals and non-native English speakers. Members of the public were encouraged to nominate projects through the Transportation Authority's Plan Bay Area 2040 call for projects website ([www.sfcta.org/rtp](http://www.sfcta.org/rtp)) and a multi-lingual phone hotline was also set up for the purpose. We have also been noticing public input opportunities at all Transportation Authority Board and committee meetings where PBA items are agendaized. The PBA 2040 memo included in the September 2 CAC packet contained further detail on input received.

**Strategy for Identifying San Francisco Priorities:** We worked with project sponsors through our technical working group and in smaller groups to first evaluate existing PBA projects. Unless a project has been completed or cancelled, all existing PBA projects are recommended to carry forward to PBA 2040. For new project submissions, we first screened them to see if they might need to be included as an individual project per MTC's call for project guidance or if they could be grouped into a programmatic category. For call for project purposes, we do not need to evaluate projects that will fit within a programmatic category. If a proposed new project needed to be listed as an individual PBA project, we did an initial review of scope, schedule, budget, and funding for reasonableness. We also consulted the SFTP to identify which project submissions were included in the plan and if not included, whether it advanced SFTP goals (economic competitiveness, world class infrastructure, healthy environment, and livability); geographic equity (in particular whether the project was located in a community of concern); and nexus with Vision Zero.

For projects not in the SFTP, we evaluated what type of other plan status the project had. The intent of the plan status review is geared toward understanding the level of planning and technical work that has been done on the project, the amount of agency and public vetting, and given those factors, whether the project is ready to be called out in PBA as an individual project. Specifically, two key considerations are the likelihood of a project completing a federal environmental process or entering the construction phase before 2021 (before the next PBA update). These are the projects that need to be listed in PBA 2040 or they may be subject to project delays until the next PBA update. Many of the project submittals that were still in the early planning phases can proceed with planning and conceptual engineering until the next PBA update without needing to be called out in PBA.

**Assignment of Discretionary Funding to Projects and Programs:** After determining which San Francisco projects would need to be listed as individual projects versus being included in a programmatic category, the next step was assigning our \$8.4 billion initial local discretionary budget toward local San Francisco projects and programmatic categories, as well as certain regional projects. Consistent with MTC guidance, we also developed recommended asks for regional discretionary funds. Attachment 2 summarizes how we

distributed the \$8.4 billion between San Francisco projects, programmatic categories and regional projects. It also shows a total proposed ask of \$1.346 billion in regional discretionary funds. With respect to the latter, it is important to point out the top performing projects emerging from PBA's project performance evaluation are the individual projects with the best chance of receiving regional discretionary funds in PBA. Many of the projects we will be seeking regional discretionary funds for were also high performers in the 2013 PBA, something which is called out in the Notes column in Attachments 3 and 4. Generally, we assigned the same amount of regional discretionary funds to high performers in 2013 PBA and for new projects we looked to comparable projects in San Francisco and the region, considered federal match ratios, and how well the project meshed with MTC/ABAG's PBA 2040 goals and targets to inform our suggested regional ask.

Lastly, it is important to caveat that the regional project list (Attachment 4) is not complete, missing projects and in some cases dollar amounts. This is because the regional transit operators and project sponsors submit projects through MTC, and in some cases, they are not yet done given the deadline of September 30. However, we have been communicating with the project sponsors and have included most of what we anticipate will be of interest to San Francisco in Attachment 4. Assigning local funds to regional projects demonstrates an existing commitment to the project and/or indicates a level of local support that can help encourage the region to put in matching regional discretionary funds.

Next we filled shortfalls within San Francisco local projects (see Attachment 3, Proposed SF Local Discretionary Funds column) and then distributed the remainder to the programmatic categories in Attachment 5. For the programmatic categories, we considered historic funding patterns, T2030 proposals, needs assessments from SFTP and other sources, and filled gaps where we anticipated larger needs than in the past (e.g. Transportation Demand Management). Most noteworthy, we proposed the largest discretionary funding amounts to transit (\$1,771.51 million) and local streets of roads state of good repair (\$909.48 million). Note that the committed funding information is not yet shown for these two programs because MTC is separately compiling this information which is anticipated to be available in draft form next month.

**Coordinated San Francisco Long-Range Planning Effort:** Through the San Francisco Municipal Transportation Agency (SFMTA)-led Rail Capacity Strategy, the MTC-led Bay Area Core Capacity Transit Study, Planning Department's Railyard Alternatives and I-280 Access Boulevard Feasibility (RAB) Study, various BART-led efforts, and public outreach, staff and stakeholders identified a number of major capital project ideas that merited consideration, with a particular focus on increasing capacity of the transit system throughout the city, including transit expansion. Most of these ideas are in preliminary stages and will require further planning and analysis to help develop project scopes, estimate costs, evaluate benefits, and seek public and policy maker input on concepts. We are proposing to contribute local discretionary funds to several projects/programs that will allow BART, Caltrain, SFMTA, and others to advance planning, conceptual engineering, and environmental design work on priorities emerging from these planning processes. We are also seeking regional discretionary funds for these efforts as well given their strong linkage to core capacity needs and PDAs.

**Next Steps:** After presentation to the CAC, our final draft recommendations will be presented to the Plans and Programs Committee and Board for approval in October. A final project list must be submitted to MTC by the end of October. It is important to note that neither the project priorities that the Transportation Authority submits to MTC for consideration nor the recommended discretionary funding amounts are guaranteed to be included in Plan Bay Area 2040. The uncertainty is most relevant for new capacity changing projects over \$100 million dollars that are not fully locally funded (and therefore subject to MTC's performance evaluation) and for regional discretionary fund asks, which are subject to MTC approval. MTC will perform a detailed project evaluation between October 2015 and



January 2015 that will inform its alternatives analysis and investment trade-off discussions in early 2016, leading to identification of a preferred investment strategy in spring 2016.

Throughout the Plan Bay Area 2040 process (anticipated to last through mid-2017) we will continue to work with our CAC and Commissioners, project sponsors, stakeholders, and local and regional partners to advocate for inclusion of San Francisco's priorities as guided by the policies and advocacy strategies outlined in Attachment 1.

The schedule in Attachment 6 calls out key milestones and opportunities for the public to provide feedback on the proposed PBA 2040 list of projects and programs.

## **ALTERNATIVES**

1. Adopt a motion of support for approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040, as requested.
2. Adopt a motion of support for approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

There are no impacts to the Transportation Authority's adopted Fiscal Year 2015/16 budget associated with the recommended action.

## **RECOMMENDATION**

Adopt a motion of support for approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040.

Attachments (6):

1. San Francisco Goals and Advocacy Objectives
2. Summary of Proposed Discretionary Funding Requests and Contributions
3. Final Draft List of San Francisco Projects
4. Final Draft List of Regional Projects
5. Final Draft List of San Francisco Programmatic Categories
6. Call for Projects Schedule

**Attachment 1**  
**Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives**

**FINANCIAL**

**1. Ensure all San Francisco projects and programs that need to be in the 2017 PBA are included.**

This includes:

- Projects that need a federal action (e.g. NEPA approval) or wish to seek state or federal funds before 2021 when the next PBA will be adopted.
- Projects that trigger federal air quality conformity analysis (e.g., projects that affect demand and/or change transit or roadway capacity and can be modeled).
- Note: most projects can be included in programmatic categories.

**2. Advocate strongly for more investment in transit core capacity and transit state of good repair.**

- Reach out to the “Big 3 Cities” accepting most of the job and housing growth in PBA and to the largest transit operators to develop a unified set of advocacy points and funding strategies for existing and new revenue sources (e.g. advocate for transit’s inclusion in new revenue measures being considered in the Extraordinary Legislative session).
- **Core Capacity Transit Study (CCTS)** - Advocate for regional discretionary funds to advance planning and evaluation of recommendations that emerge from the CCTS. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni tunnel turnbacks, crossover tracks or other operational improvements; and a second transbay transit crossing.
- **Cap and Trade** – Advance San Francisco priorities through a revised regional cap and trade framework that accounts for higher than anticipated revenues and insights gained from first programming cycles. Support SFMTA’s efforts to secure funds from the Transit and Intercity Rail Capital Program (TIRCP) to pay back light rail vehicle loans/advances from MTC.
- Seek confirmation of existing regional endorsements for Federal Transit Administration **New Starts/Small Starts/Core Capacity funds** (e.g. Downtown Extension) and new endorsements (e.g. Geary BRT).
- **Prioritize transit SOGR and core capacity for new revenue sources** (See #3).
- **Blended High Speed Rail (HSR)/Caltrain Service** – Continue to advocate for platform height compatibility and for the extension of Caltrain to the Transbay Transit Center, the northern terminus of HSR. Coordinate with San Mateo, Santa

## Attachment 1

### Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Clara, Caltrain and the California High Speed Rail Authority to plan and prioritize the Blended HSR/Caltrain project for federal, state and regional funds.

3. **Increase share of existing revenues going toward San Francisco priorities** (bigger pie wedge)
  - **OBAG** – Advocate to put greater weight on actual housing production and on planned and produced affordable housing within the existing OBAG formula (consistent with initial MTC staff proposal for OBAG Cycle 2).
  - Revisit **Transit Performance Initiative** program focus (e.g. consider including medium-scale transit projects such as crossovers in addition to small-scale improvements it currently funds) and advocate for better integration with the Freeway Performance Initiative (e.g. build into definition of Managed Lanes Implementation Plan (MLIP)).
  - Press for multimodal corridor approach to **Freeway Performance Initiative** and inclusion of San Francisco freeway managed lanes projects in the MLIP, as well as inclusion of SFgo and Treasure Island tolling infrastructure in MTC's Active Operations Management Program, Target **regional discretionary funds** for high performing projects and regionally significant San Francisco projects (e.g. Better Market Street, express lanes, late night transportation services, regional express bus)
4. **Advocate for new federal/state/regional revenues through PBA** (grow the pie)
  - Regional Gas Tax
  - RM3 – bridge toll
  - BART 2016 measure
  - State Extraordinary Legislative Session
  - State Road User Charge
  - Federal surface transportation bill advocacy

## POLICY

1. **Vision Zero** - Increase eligibility of Vision Zero projects (including local streets and roads and San Francisco freeway segments/ramps) and project elements in existing and new fund programs and elevate as a funding priority within regional fund programs.
2. **Continue to support performance based decision-making** – This includes continuing to advocate for establishing a transit crowding metric or otherwise better capturing transit crowding in Plan Bay Area's performance evaluation, given that transit crowding is a significant transit core capacity issue.
3. **Economic Performance** – Provide San Francisco input to shape and lead on regional policy on economic performance, including goods movement. Build off of Bay Area Council

**Attachment 1**  
**Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives**

Institute's work on this goal area, which is also related to the Prosperity Plan and MTC's work on goods movement.

4. **Equity issues** (Develop San Francisco policy recommendations related to the following equity issues in PBA, many of which overlap.)
  - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
  - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
  - **Communities of Concerns** – Advocate for money to continue MTC's Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
  - **Housing/Displacement** – How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City's ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.

Attachment 2  
**Plan Bay Area 2040 - Summary of Proposed Discretionary Funding Requests and Contributions**  
 All numbers in \$YOE millions.

All numbers in \$YOE millions				
Proposed Assignment of Funds	Project Cost	Committed Funds	Proposed Regional Discretionary Request	Proposed SF Local Discretionary Contribution
SF Projects	\$ 14,975.50	\$ 8,158.23	\$ 1,346.19	\$ 3,931.08
Regional projects	\$ 20,043.40	\$ 7,694.40		\$ 562.85
Programmatic categories	\$ 4,396.93	\$ 490.87		\$ 3,906.06
<b>Total</b>	<b>\$ 39,415.83</b>	<b>\$ 16,343.50</b>	<b>\$ 1,346.19</b>	<b>\$ 8,400.00</b>
NOTE: Does not include funding already committed for transit and local streets and roads state of good repair projects.				
Preliminary SF Local Discretionary Target (not financially constrained)				
				\$ 8,400.00
				\$ 0.00

**Attachment 3**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
1	BART	Rail Capacity Long Term Planning and Conceptual Design - BART	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system. Will be informed by the Core Capacity Transit Study.	citywide	\$ 30.00	\$ -	\$ 30.00		
2	Caltrain	Rail Capacity Long Term Planning and Conceptual Design - Caltrain	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system (e.g. grade separations, Caltrain Modernization Phase 2). Will be informed by the Core Capacity Transit Study.	citywide	\$ 10.00	\$ -	\$ 10.00		Regional service-O&M costs assumed to be covered by WETA
3	Port of San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	10	\$ 17.00	\$ 0.10	\$ 16.90		
4	SF Planning	Balboa Reservoir Street Network	Includes a new street network throughout the Balboa Reservoir site. Exact street alignments TBD.	7	\$ 16.00	\$ 16.00			Fully Funded
5	SF Planning	Central SoMa Plan Street Network Changes	Includes significant changes to roadway configurations for Howard, Folsom, Harrison, Bryant, Brannan, 3rd and 4th Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, and other changes.	6	\$ 140.00	\$ 140.00			Fully Funded
6	SF Planning	Central Waterfront/Pier 70 Street Network	Includes a new street network throughout the adjacent Pier 70 and Potrero Power Plant sites - combined 50+ acres east of Illinois Street --, including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 58.00	\$ 58.00			Fully Funded
7	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards: Close the Great Highway south of Sloat and replace it with a coastal trail; Reconfigure Sloat and key intersections to create a safer, more efficient street; Consolidate street parking, and bicycle access along the south side of Sloat.	4, 7	\$ 28.00	\$ -	\$ 28.00		
8	SF Planning	HOPE SF (Sunnydale and Potrero) Street Networks	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnydale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 31.00	\$ -	\$ 31.00		

**Attachment 3**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
9	SF Planning	India Basin Roadway Transportation Improvements	Includes potential realignment and improvements on Innes Avenue, Hudson Ave., Hunters Point Boulevard, and Jennings St. to calm traffic and improve pedestrian, transit, and bicycle safety and connectivity. Also includes segments of Bay Trail.	10	\$ 16.00	\$ 5.00	\$ 11.00		
10	SF Planning	Mission Rock (SWL 337) Street Network	Includes a new street network throughout the Seawall Lot 337 development site, including traffic calming pedestrian and bike network, and transit/shuttle stops, as well as consolidation and replacement of the existing 2,300 car parking on site into a single garage.	6	\$ 58.00	\$ 58.00			Fully Funded
11	SF Planning	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	This program studies the SE quadrant of San Francisco marrying land use and transportation needs for both existing and future scenarios. The study is evaluating potential realignment of the Caltrain Downtown Extension, tear down of I-280 and associated local street network improvements, relocation or reduced footprint of the Caltrain rail yard at 4th and King, and associated land use opportunities.	6, 10	\$ 3.50	\$ 1.83	\$ 0.33	\$ 1.34	Strong PDA linkage. Regionally significant.
12	SF Planning	Rincon Hill Street Plan Network Changes	Includes significant changes to roadway configuration for Harrison, Spear, Main, Beale, Fremont, & 1st Streets - sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, addition of bike lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 37.00	\$ 15.00	\$ 22.00		
13	SF Planning	Schlage Lock Development Street Network	Includes a new street network throughout the Schlage Lock site, setting up possible future connections south to Brisbane Baylands.	10	\$ 28.00	\$ 28.00			Fully Funded
14	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	Includes significant changes to roadway configurations for Mission, Howard, Folsom, Spear, Main, Beale, Fremont, 1st, Essex, and Hawthorne Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 209.00	\$ 209.00			Fully Funded
15	SF Public Works	Bayview Transportation Improvements	Implement direct access routes from US 101 to the Hunters Point Shipyard. Improvements will include repaving existing roadway and adding new curbs, curb ramps, sidewalks, street lighting, trees and route signage.	10	\$ 39.00	\$ 10.90	\$ 28.10		

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**Plan Bay Area 2040 - List of San Francisco Projects**  
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	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
16	SF Public Works	Better Market Street - Transportation Elements	Improve Market Street between Stuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.	3, 5, 6	\$ 406.00	\$ 220.10		\$ 185.90	High performer in Plan Bay Area
17	SF Public Works	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	10	\$ 501.00	\$ 455.70	\$ 45.30		
18	SF Public Works	Mission Bay New Roadway Network	New roads, extensions and widening of existing roads within the Mission Bay neighborhood, completing the street grid.	6	\$ 118.00	\$ 96.40	\$ 21.60		
19	SF Public Works	Re-build and widen Harney Way	Re-build existing Harney Way and widen to 8 lanes; add bike lanes and sidewalks. Supports the Geneva-Harney Bus Rapid Transit Project (see Project 10). Project limits: US 101 to Jamestown.	10	\$ 27.00	\$ 25.00	\$ 2.00		
20	SF Public Works	Southeast Waterfront Transportation Improvements - Phase 1	Hunters Point Shipyard and Candlestick Point roadway improvements (including 2 bus only for BRT lanes along Harney Way). The project includes Bus Rapid Transit service and associated facilities.	10	\$ 271.00	\$ 245.80	\$ 25.20		
21	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project will study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be done as a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	11	\$ 6.00	\$ 0.10	\$ 5.90		
22	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal and crosswalk on Ocean Avenue to control the off-ramp.	11	\$ 11.00	\$ 0.70	\$ 10.30		
23	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Congestion Pricing	A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.	3, 6	\$ 84.00	\$ 84.00			Fully Funded
24	SFCTA	Downtown Value Pricing/Incentives - Pilot	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area	3, 6	\$ 132.00	\$ 50.20	\$ 27.80	\$ 54.00	High performer in Plan Bay Area
25	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	Increased frequencies of transit service to support value pricing pilot	3, 6	\$ 572.00	\$ 572.00			Fully Funded



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 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
26	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes Complementary transit service to be funded with HOT lane revenues. See Regional/Local Express Bus to Support Express Lanes in SF project.	5, 6, 8, 9, 10, 11	\$ 43.00	\$ 0.30	\$ 21.35	\$ 21.35	
27	SFCTA	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. Construct one of more transit centers to accommodate local and regional bus operations.	2	\$ 1,595.00	\$ 1,595.00			Fully Funded
28	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.	citywide	capital: \$ 23.00 operating: \$ 114.00	\$ 50.00	\$ 17.40	\$ 69.60	Expected high performer. Supports MTC managed lanes focus.
29	SFCTA	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SanTrans routes.	citywide	\$ 52.00	\$ -	\$ 10.40	\$ 41.60	Supports MTC equity targets. Regionally significant.
30	SFCTA	San Francisco Transit Performance Initiative	Capital improvements to improve transit efficiency and performance at key intersections or choke points in San Francisco's transit network. Improvements or enhancements could include rail or bus operational and efficiency improvements (e.g. passing tracks, intersection reconfiguration).	citywide	\$ 95.00		\$ 95.00		San Francisco portion to serve as local match to regional TPI funds.
31	SFCTA	Southeast San Francisco Caltrain Station	Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).	10	\$ 45.00	\$ 5.60	\$ 39.40		

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	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
32	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan.	6	\$ 118.00	\$ 107.00	\$ 3.00	\$ 8.00	High performer in Plan Bay Area
33	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.	6	\$ 846.00	\$ 846.00			Fully Funded
34	SFCTA	Treasure Island Mobility Management Program: Transit Capital	New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands.	6	\$ 65.00	\$ 42.00	\$ 5.00	\$ 18.00	High performer in Plan Bay Area
35	SFCTA	Vision Zero Ramp Improvements	This project would improve safety for all users on freeway ramps and at ramp intersections within San Francisco county, focusing on the intersections with the highest numbers of collisions, especially severe and fatal collisions. This may include lower cost signal timing and striping treatments at certain locations as well as major ramp reconfigurations at others.	5, 6, 8, 9, 10, 11	\$ 43.00	\$ -	\$ 15.00	\$ 28.00	Supports MTC managed lane focus. Regionally replicable.
36	SFCTA	Yerba Buena Island (YBI) I-80 Interchange Improvement	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	6	\$ 168.00	\$ 168.00			Fully Funded
37	SFMTA	Arena Transit Capacity Improvements	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.	6	capital: \$ 45.00 operating: \$ 92.00	\$ 137.00			Fully Funded
38	SFMTA	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.	10	\$ 13.00	\$ -	\$ 13.00		

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	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
39	SFMTA	EN Trips: 16th Street Corridor Improvements	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Treatments include transit-only lanes, transit stop optimization, bus bulbs, boarding islands, and traffic and turn lane modifications, and pedestrian safety improvements in support of Vision Zero. Previously part of RTP project 240158.	6, 8, 9, 10	\$ 69.00	\$ 47.00	\$ 22.00		
40	SFMTA	EN Trips: 7th and 8th Street Improvements	Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Previously part of RTP project 240158.	6	\$ 9.00	\$ -	\$ 9.00		
41	SFMTA	EN Trips: Folsom and Howard Street Improvements	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be implemented. Howard Street would be restriped from 4 to 3 car lanes, with a buffered bicycle lane. Previously part of RTP project 240158.	6	\$ 44.00	\$ 25.00	\$ 19.00		
42	SFMTA	Expand SFMTA Transit Fleet	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of additional vehicles as well as the development of needed modern transit facilities.	citywide	capital: \$ 1,093.00 operating: \$ 1,008.00	\$ 398.00	\$ 1,383.00	\$ 320.00	

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All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
43	SFMTA	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.	1, 2, 3, 5, 6	capital: \$ 300.00 operating: \$ 174.00	\$ 58.50	\$ 340.50	\$ 75.00	Assumes \$75 million in FTA Small Starts
44	SFMTA	Geneva Light Rail Phase I: Operational Improvements	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.	citywide	\$ 270.00	\$ -	\$ 270.00		
45	SFMTA	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.	10, 11	capital: \$ 104.00 operating: \$ 152.00	\$ 49.00	\$ 207.00		
46	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	2, 3, 6	\$ 61.00	\$ 4.00		\$ 57.00	Seeking non-transportation funding for project.

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47	SFMTA	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.	citywide	\$ 382.00 capital: \$ 134.00 operating:	\$ 208.00	\$ 268.00	\$ 40.00	High performer in Plan Bay Area.
48	SFMTA	Muni Metro/M-Line/19th Avenue Core Capacity Project	Increase the capacity and reliability of the Muni Metro subway by transforming the M-Ocean View into a high-capacity 4-car train line. Includes grade-separation between West Portal and Parkmerced; line re-alignment to serve Parkmerced TOD; re-design of 19th Ave (Eucalyptus to Junipero Serra) with multimodal improvements in support of Vision Zero; and capacity improvements to Muni Metro Subway.	3, 4, 5, 6, 7, 8, 9, 10, 11	\$ 1,150.00	\$ 152.00	\$ 598.80	\$ 399.20	Likely high performer, will be vetted through Core Capacity Transit Study.
49	SFMTA	Parkmerced Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	7	\$ 60.00	\$ 60.00			Fully Funded
50	SFMTA	Rail Capacity Long Term Planning and Conceptual Design - SFMTA	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing Muni light rail system (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, Geary Avenue Light Rail Transit, Upper Market to Mission Bay/SOMA Light Rail Transit, under-grounding existing rail lines). Will be informed by the Core Capacity Transit Study.	citywide	\$ 245.00	\$ -	\$ 245.00		
51	SFMTA	Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Conversion of travel lanes from automobile use for enhanced bicycle network improvements and traffic calming efforts.	citywide	\$ 1.00	\$ -	\$ 1.00		

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**Plan Bay Area 2040 - List of San Francisco Projects**  
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	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
52	SFMTA	SFgo Integrated Transportation Management System	SFgo is San Francisco's Citywide intelligent transportation management system (ITS) program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as Type 2070 controllers and the accompanying cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also identifies opportunities to improve arterial safety and pedestrian safety.	citywide	\$ 89.00	\$ 55.00	\$ 6.80	\$ 27.20	SFgo received regional discretionary funds in Plan Bay Area because of its managed lanes link.
53	SFMTA	SFpark Project Expansion	Expand the SFpark parking management program to strategic areas in San Francisco with cutting edge occupancy sensors, additional signage, marketing and information resources, and with expanded parking management software and database technology.	citywide	\$ 26.00	\$ -	\$ 26.00		
54	SFMTA	Treasure Island Intermodal Terminal	Terminal and layover facilities for Treasure Island SFMTA bus service.	6	\$ 3.00	\$ 3.00			Fully Funded
55	SFMTA	Treasure Island/Yerba Buena Island Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	6	\$ 56.00	\$ 56.00			Fully Funded
56	SFMTA	T-Third Mission Bay Loop	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.	10	\$ 7.00	\$ 7.00			Fully Funded
57	SFMTA	T-Third Phase II: Central Subway	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.	3, 6	\$ 1,578.00	\$ 1,578.00			Fully Funded

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	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
58	SFMTA	Van Ness Avenue Bus Rapid Transit	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	2, 3, 5, 6	\$ 215.00	\$ 215.00			Fully Funded
		<b>Total</b>			<b>\$ 13,435.50</b>	<b>\$ 8,158.23</b>	<b>\$ 3,931.08</b>	<b>\$ 1,346.19</b>	

**Attachment 4  
Plan Bay Area 2040 - List of Regional Projects  
All numbers in \$YOE millions.**

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
59	AC Transit	Bay Bridge Contraflow Lane	This project would convert an existing lane on the Bay Bridge to a contraflow lane and add associated infrastructure. This would improve transbay bus travel times as well as reliability	\$ 167.00			\$ 167.00	See SFCIA's Core Capacity Implementation - Planning and Conceptual Engineering project
60	BART	BART Metro Program	BART Metro is a concept in which BART evolves into a more flexible system, able to tailor services within the core of the region and trips across the region. BART Metro would involve some changes to how BART service is currently operated, and would be facilitated through the construction of specific capital projects that would increase BART's ability to operate a wider variety of train services.	\$ 1,737.00	\$ -	\$ 25.00	\$ 1,712.00	High performer in Plan Bay Area.
61	BART	BART Security Program	Program will improve or enhance BART security to protect patrons and the BART system. Projects to be implemented include: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance - CIP Track Two Portion; and 7) Weapons Detection Systems.	\$ 224.00	\$ 206.00		\$ 18.00	Funded under programmatic categories.
62	BART	BART Station Access Improvements	Project combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing demand for BART services.	\$ 1,016.00			\$ 1,016.00	Funded under programmatic categories.
63	BART	BART Station Modernization Program	Investments include systemwide improvements (e.g. wayfinding, lighting, communications, security, surface refinishing, pigeon mitigation, etc.), station modernization (paid area and platform expansion, new restrooms, upgraded systems and communications, lighting, intermodal expansion and upgrades, new elevators, escalators and other vertical circulation, etc.).	\$ 4,744.00	\$ 264.00		\$ 4,480.00	Funded under programmatic categories.
64	BART	BART Transbay Corridor Core Capacity Project	The Transbay Corridor Core Capacity Project includes communication-based train control, expansion of the rail car fleet, added traction power, expansion of the Hayward Maintenance Complex for additional maintenance & storage capacity, station capacity improvements at the most heavily used & most crowded stations, and selected track improvements to facilitate movement of trains on closer headways.	\$ 1,784.00	\$ 1,306.00	\$ 75.00	\$ 403.00	
65	BART	BART: Railcar Procurement Program	Replacement of BART's existing fleet: procurement of core and project expansion vehicles	\$ 2,584.00	\$ 2,584.00			



**Attachment 4  
Plan Bay Area 2040 - List of Regional Projects**  
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	<b>Sponsoring Agency</b>	<b>Project Title</b>	<b>Project Description</b>	<b>Project Cost</b>	<b>Committed Funding</b>	<b>Proposed SF Local Discretionary Funds</b>	<b>Regional Discretionary Funds Requested by Sponsoring Agency</b>	<b>Notes</b>
66	Caltrain	Caltrain Access Improvements	Implement system-wide access improvements at Caltrain stations associated with increased service (includes parking, bus, shuttle and bicycle and pedestrian access improvements)	tbd	tbd	tbd	tbd	Funded under programmatic categories.
67	Caltrain	Caltrain at-grade crossing improvements	tbd	tbd	tbd	tbd	tbd	See SF Planning's Railyard Alternatives and I-280 Boulevard Program project and Caltrain's Rail Capacity and Long Term Planning and Conceptual Design project.
68	Caltrain	Caltrain Modernization (Electrification) Phase 1	tbd	tbd	tbd	\$ 20.00	tbd	Existing San Francisco RTPP commitment beyond current \$60 million local SF commitment. Amount tentative pending ongoing MOU discussions.
69	Caltrain	Caltrain Modernization (Electrification) Phase 2	tbd	tbd	tbd	tbd	tbd	See Caltrain's Rail Capacity Long Term Planning and Conceptual Design project.
70	Caltrain	Caltrain Station Improvements	Implement station improvements along the Caltrain corridor associated with planned transit-oriented development (includes parking, bus, shuttle and bicycle and pedestrian access improvements)	tbd	tbd	tbd	tbd	Funded under programmatic categories.
71	Caltrain	Caltrain: Vehicle Procurement Program	tbd	tbd	tbd	tbd	tbd	We would like to see the rest of Caltrain's fleet electrified to replace diesel vehicles. Supports Core Capacity and could be funded under that entry/program.
72	GGBHTD	Golden Gate Bridge Moveable Median Barrier	Installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.	\$ 45.00	\$ 45.00			Fully funded

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	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
73	GGBHTD	Golden Gate Bridge Physical Suicide Deterrent System	The Project proposes to construct a physical suicide deterrent system on the Golden Gate Bridge. It will consist of a horizontal marine-grade stainless steel netting installed along the west and east sides of the Bridge.	\$ 98.00	\$ 98.00			Fully funded
74	GGBHTD	Golden Gate Bridge Rehabilitation Projects	Rehab of the Golden Gate Bridge to maintain a state of good repair. Includes: South Tower access and paint rehab; suspension bridge superstructure/North Tower paint; suspension bridge under deck recoatings; floor beam and bracing replacement/rehab; Bridge pavement repair.	\$ 1,002.00	\$ 441.00		\$ 561.00	
75	GGBHTD	Golden Gate Bridge Seismic Retrofit Phase 3B	Seismic Retrofit of the Golden Gate Bridge. Phase 3B, which includes the 4,200 foot-long main span, two 1,125 foot-long side spans, the two 746 foot-tall towers, and the south tower pier of the Suspension Bridge and two undercrossing structures at the Bridge toll plaza.	\$ 891.00	\$ 212.00		\$ 679.00	
76	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	This project will construct a bicycle, pedestrian, and maintenance path from downtown San Francisco to Yerba Buena Island. The project is from approximately PM 5.5 to 7.8 on I-80.	\$ 681.00	\$ -		\$ 681.00	
77	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.	\$ 575.00	\$ -	\$ 75.00	\$ 500.00	San Francisco will advocate for MTC to fund core capacity next steps.
78	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.	\$ 1,899.40	\$ 1,899.40			Subject to change pending outcome of MTC Cost Review.
79	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.	\$ 2,596.00	\$ 639.00	\$ 367.85	\$ 1,589.15	Subject to change pending outcome of MTC Cost Review. Existing San Francisco RTIP commitment of \$17.85 million

**Attachment 4**  
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 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
80	Transit Operators (all)	Routine Transit Needs	State of good repair, operations, and maintenance programming for transit operators.	To be determined by MTC \$ 20,043.40	To be determined by MTC \$ 7,694.40	See programmatic category for Transit Preservation/Rehabilitation \$ 562.85	To be determined by MTC \$ 11,806.15	MTC is evaluating SOGR needs through separate process. Local and regional discretionary amounts will be refined through Plan Bay Area 2040 process.

<sup>1</sup> Regional transit operator projects and regional projects are submitted directly to MTC. This list includes both existing Plan Bay Area projects and proposed new Plan Bay Area 2040 projects.

**Attachment 5**  
**Plan Bay Area 2040 - List of San Francisco Programmatic Categories**  
 All numbers in \$YOE millions.

	<b>Purpose</b>	<b>Programatic Category</b>	<b>Project Cost</b>	<b>Committed Funding</b>	<b>Local Discretionary Funds</b>
1	Operations	Routine Local Road Operations and Maintenance	\$ 52.26	\$ 52.26	\$ -
2	Preservation	Local Road Preservation/Rehabilitation <sup>1</sup>	\$ 909.48	\$ -	\$ 909.48
3	Preservation	Transit Preservation/Rehabilitation <sup>1</sup>	\$ 1,771.51	\$ -	\$ 1,771.51
4	System Management	Emission Reduction Technology (e.g. Transportation Fund for Clean Air projects)	\$ 1.51	\$ 1.51	\$ -
5	System Management	Local Road Intersection Improvements	\$ 140.66	\$ 69.88	\$ 70.79
6	System Management	Local Road Safety and Security	\$ 164.46	\$ 86.20	\$ 78.26
7	System Management	Minor Transit Improvements	\$ 201.32	\$ 36.05	\$ 165.27
8	System Management	Multimodal Streetscape Improvements	\$ 293.34	\$ 91.45	\$ 201.90
9	System Management	Planning	\$ 47.10	\$ 15.08	\$ 32.01
10	System Management	Transit Management Systems	\$ 7.90	\$ 5.90	\$ 2.00
11	System Management	Transit Safety and Security	\$ 98.06	\$ 6.27	\$ 91.79
12	System Management	Travel Demand Management	\$ 65.15	\$ 15.15	\$ 50.00
13	Expansion	New Bike/Pedestrian Facility <sup>2</sup>	\$ 644.18	\$ 111.12	\$ 533.06
			\$ 4,396.93	\$ 490.87	\$ 3,906.06

<sup>1</sup> This row shows proposed local discretionary funds for transit and local streets and roads state of good repair. MTC is conducting a separate needs assessment and compiling information on committed funding by operator and by jurisdiction.

<sup>2</sup> Generally projects that change transit or roadway capacity and can be modelled have to be called out as individual project in Plan Bay Area for air quality conformity purposes. Minor bike and ped expansion projects can be included in programmatic categories.

**Attachment 6**  
**Plan Bay Area 2040 - Schedule**

<b>Plan Bay Area 2040 Call for Projects Schedule<sup>1</sup></b>	
September 2, 2015	CAC - information
September 19, 2015	Plans and Programs Committee – information
September 30, 2015	CAC – action
October 20, 2015	Plans and Programs Committee - action
October 27, 2015	Transportation Authority Board - action
October 30, 2015	CMA project priorities due to MTC
October 2015 - January 2016	MTC project evaluation
Early 2016	MTC Plan Bay Area alternatives analysis
Spring 2016	MTC to release Plan Bay Area preferred investment strategy

<sup>1</sup>Please see the SFCTA's Plan Bay Area 2040 website for meeting times, locations and additional details:  
<http://www.sfcta.org/rtpsftp-call-projects>



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# Memorandum

**Date:** 09.25.15 **RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Allocation of \$4,085,233 in Prop K funds, with Conditions, and Appropriation of \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$135,000 for pre-environmental phase analysis of a potential alignment for the Geneva-Harney Bus Rapid Transit project through the Recology property between US-101/Alanna Way and Tunnel Avenue. SFMTA is also requesting \$80,000 to continue its youth bicycle safety education classes at nine middle and high schools during the 2015-16 school year; and \$193,000 for the design of up to 1,200 bicycle wayfinding signs to be installed citywide on the bicycle network. San Francisco Public Works is requesting \$3,677,233 to pave approximately 31 blocks of Ingalls and Industrial Streets, including sidewalk and curb repairs and curb ramps. We are requesting \$54,225 to leverage a Kaiser HEAL Zone grant and contributions from several community based organizations for a van sharing pilot program in the Bayview Hunters Point neighborhood, as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013).

## BACKGROUND

We have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Citizens Advisory Committee (CAC) at the September 30, 2015 meeting, for potential Board approval on October 27, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Visitacion Valley Watershed
- Street Resurfacing, Rehabilitation, and Maintenance
- Bicycle Circulation/Safety, and
- 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.

## DISCUSSION

The purpose of this memorandum is to present five Prop K requests totaling \$4,139,458 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 sales tax dollars further by matching them with other fund sources) compared with the

leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the attached Allocation Request Forms.

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

**Youth Bicycle Safety Education Classes:** When the Plans and Programs Committee considered the last Prop K request for adult and youth bicycle safety education classes in spring 2015, the committee raised a number of concerns about the San Francisco Municipal Transportation Agency's (SFMTA's) bicycle safety education program. Specific concerns included:

- Strategy (e.g., how does bicycle education fit within SFMTA's transportation demand management and safety programs?)
- Equity (e.g., where are classes offered, and how does the program ensure geographic equity in program participation?)
- Cost-effectiveness (e.g., why is important for SFMTA to invest in bicycle education classes for youth as opposed to other safety programs or capital investments, and how is the program evaluated and what defines success?)

SFMTA staff has addressed some of these concerns in the enclosed allocation request form for the Youth Bicycle Safety Education Classes and in the attached memo (Attachment 5). We recommend allocating Prop K sales tax funds to allow the youth bicycle education classes to continue during the 2015/16 school year. We anticipate bringing future Prop K requests for adult classes, which will run out of funding in November 2015, once SFMTA has completed its evaluation of the adult safety education program and completed the strategic planning it considers as required to inform the future of these classes.

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

## ALTERNATIVES

1. Adopt a motion of support for the allocation of \$4,085,233 in Prop K funds, with conditions, and appropriation of \$54,225 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 \$4,085,233 in Prop K funds, with conditions, and appropriation of \$54,225 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 \$4,085,233 and appropriate \$54,225 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for a total of five requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed 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 adopted FY 2015/16 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future fiscal year budgets to cover the recommended cash flow distribution for those respective fiscal years.

### **RECOMMENDATION**

Adopt a motion of support for the allocation of \$4,085,233 in Prop K funds, with conditions, and appropriation of \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

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

Enclosure:

1. Prop K Allocation Request Forms (5)

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$135,000	\$ 938,798	68%	86%	Planning	10, 11
Prop K	34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$3,677,233	\$ 3,677,233	79%	0%	Construction	10
Prop K	39	SFMTA	Bicycle Wayfinding Signs	\$193,000	\$ 193,000	28%	0%	Design, Construction	Citywide
Prop K	39	SFMTA	Youth Bicycle Safety Education Classes	\$80,000	\$ 80,000	28%	0%	Construction	Citywide
Prop K	43	SFCTA	Bayview Moves Van Sharing Pilot	\$54,225	\$ 206,975	54%	74%	Construction	10
			<b>TOTAL</b>	<b>\$ 4,139,458</b>	<b>\$ 5,096,006</b>	<b>73%</b>	<b>19%</b>		

Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronyms: SFCIA (San Francisco County Transportation Authority); SFPW (San Francisco Public Works); and SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$ 135,000	\$ -	Funds would be used to supplement \$123,000 in previously allocated Prop K funds for conceptual engineering, cost estimating and feasibility analysis of an additional potential Geneva-Harney Bus Rapid Transit alignment through the Recology property between US 101/Alanna Way and Tunnel Avenue. Requested funds would also support analysis of parking and traffic impacts to Geneva Avenue in response to Daly City's concerns about the alternatives proposed in the feasibility study. The SFMTA expects pre-environmental work to be complete by June 2016.
34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$ 3,677,233	\$ -	Funds would be used for the construction phase for approximately 31 blocks of repaving on Industrial Street from Oakdale Avenue/Selby Street to the Bayshore Boulevard/Industrial Street on-ramp; and on Ingalls Street from Innes Avenue/Middle Point Road to Carroll Avenue. The scope includes paving, sidewalk and curb repairs at various locations, including 84 curb ramps. Construction will begin in June 2016 and be completed by September 2017.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Bicycle Wayfinding Signs	\$ 193,000	\$ -	<p>In 2014, the SFMTA completed the Prop K-funded Bicycle Wayfinding Strategy, which provides best practice research, design recommendations and a preliminary deployment framework for a new citywide bicycle wayfinding system. The SFMTA is requesting Prop K funds to design up to 1,200 signs citywide on the bicycle network to improve safety and connectivity for bicyclists, as recommended in the strategy. Funds would also allow the SFMTA to implement a pilot in spring 2016 at six locations at the intersection of Valencia and McCoppin Streets to help inform the citywide project. In spring 2016, the SFMTA will request additional Prop K funds for the construction phase to match a \$792,000 in Cycle 1 Regional Active Transportation Program grant. The project will be fully implemented by summer 2019. See page X of the enclosed allocation request form for a map of locations.</p>
39	SFMTA	Youth Bicycle Safety Education Classes	\$ 80,000	\$ -	<p>Funds will provide for bicycle safety education classes in nine middle and high schools in the 2015-16 school year (see page X of the enclosed allocation request form for a list of schools). Each class consists of two-week in-school bicycle safety physical education classes that are intended to both increase cycling amongst young people and reduce their chance of injury while doing so. Classes will be delivered through a contract with the San Francisco Bicycle Coalition and the YMCA's YBike program. SFMTA labor included in the request will fund program management and contract administration.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Bayview Moves Van Sharing Pilot	\$ 54,225	\$ -	Requested Prop K funds will leverage over \$150,000 in funding from a Kaiser Permanente HEAL Zone grant and contributions from several community based organizations (CBOs) for a van sharing pilot program in the Bayview Hunters Point (BVHP) neighborhood as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013). The van sharing pilot will allow the CBOs to pool resources to provide point-to-point transportation for their target populations at a reduced cost when compared to numerous CBOs owning, operating, and maintaining their own vehicles. The total project funding of \$206,975 will fund a mobility manager at Bayview Hunters Point Multipurpose Senior Services, Inc. and shuttle services for 10 months, and includes outreach and evaluation. The services would be available six days per week from 9 am to 9 pm, though the vans would only be utilized on an as-needed basis by the CBOs during that timeframe.
<b>TOTAL</b>			<b>\$ 4,139,458</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$ 135,000	\$ -	
34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$ 3,677,233	\$ -	<b>5-Year Prioritization Program (5YPP) amendment:</b> The recommended allocation requires a concurrent amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to re-program \$3,677,233 from the Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation project, which was funded with other sources, to the subject project.
39	SFMTA	Bicycle Wayfinding Signs	\$ 193,000	\$ -	<b>Multi-phase allocation:</b> We recommend a multi-phase allocation given that the pilot will be implemented during the design phase.
39	SFMTA	Youth Bicycle Safety Education Classes	\$ 80,000	\$ -	
43	SFCTA	Bayview Moves Van Sharing Pilot	\$ 54,225	\$ -	
<b>TOTAL</b>			<b>\$ 4,139,458</b>	<b>\$ -</b>	

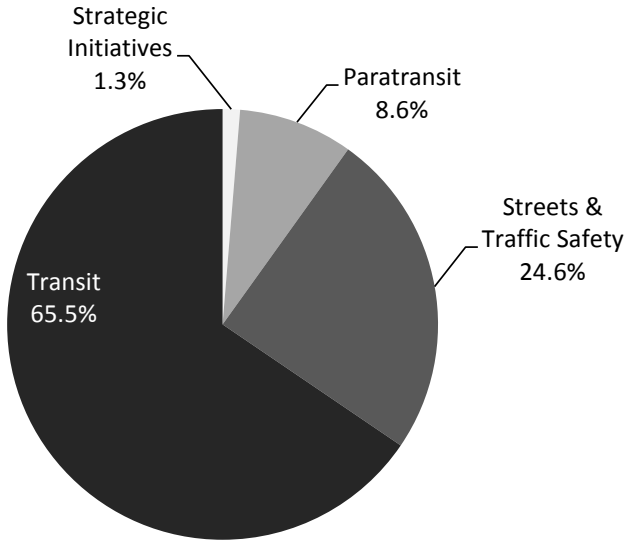
<sup>1</sup> See Attachment 1 for footnotes.

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

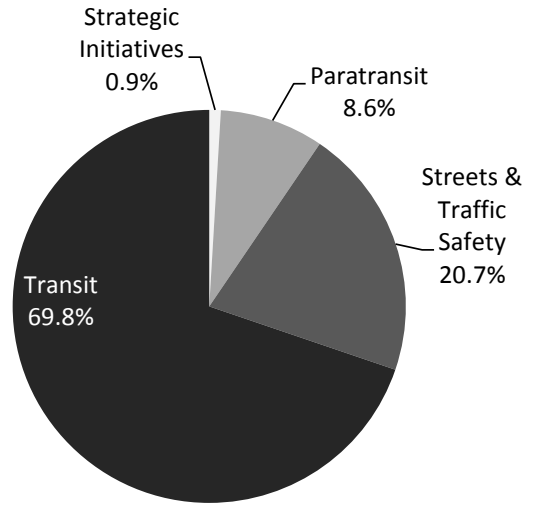
<b>PROP K SALES TAX</b>						
	<b>CASH FLOW</b>					
	<b>Total</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>2019/20</b>
Prior Allocations	\$ 123,698,314	\$ 95,249,273	\$ 27,683,927	\$ 765,114	\$ -	\$ -
Current Request(s)	\$ 4,139,458	\$ 386,863	\$ 3,384,972	\$ 367,623	\$ -	\$ -
New Total Allocations	\$ 127,837,772	\$ 95,636,136	\$ 31,068,899	\$ 1,132,737	\$ -	\$ -

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**





Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Edward D. Reiskin, *Director of Transportation*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

To: Chad Rathmann, Sr. Transportation Planner, Transportation Authority  
 From: John Knox White, Sr. Transportation Planner, San Francisco Municipal Transportation Agency  
 Date: September 22, 2015  
 Re: Bicycle Education Program - Update

## Background

In March 2015, the San Francisco Municipal Transportation Agency (SFMTA) requested funding to allow for a short extension of its existing bicycle education program contract. This contract provided three services: Adult Bicycle Safety Education, Middle School Bicycle Classes and Freedom from Training Wheels education. Over the course of two Transportation Authority hearings, Commissioners asked a number of questions about the adult bicycle education classes related to efficacy and cost-effectiveness. At that time, the funding request was approved and SFMTA staff indicated that the agency was embarking on a process to identify how we would like to proceed with bicycle safety education and that future funding requests would not be made until that strategic planning was completed.

Since that time, SFMTA has begun three strategic planning processes related to this:

- Development of a Transportation Demand Management (TDM) Strategy and work plan, which will address how best to support an increase in the number of people choosing to bicycle in San Francisco.
- Development of a Vision Zero Education Strategy and Work Plan, which will identify how to prioritize efforts in increasing safety for people who bicycle in San Francisco.
- Development of an In-class School Curriculum Strategy, which will identify a long term plan for teaching elementary, middle and high school students how to bicycle and how to be safe doing so during PE classes.

The SFMTA is also working with SFBC to better understand the impacts of the adult bike classes to be funded with Prop K.

## SFMTA Vision for Youth Bicycle Education

**TDM Strategy:** The SFMTA is in the process of developing the SFMTA TDM Strategy, which will detail the Agency's vision for biking education in San Francisco. SFMTA staff members are currently researching best-practices in bicycle education in order to inform the components of this vision. It is the SFMTA's intention to develop a comprehensive, holistic education program that will encourage bicycling, and, in particular, safe bicycling behavior, among youth and adults in San Francisco; this program will also have an enhanced focus on communities of concern. The specifics of this program – aside from the imperatives that it be comprehensive, include an emphasis in proper cycling behavior, and reach communities of concern – are still being determined.

Bicycling education, engineering and enforcement are key components of the City's effort to promote bicycling. However, while engineering efforts create the bicycle network and enforcement efforts ensure bicyclists are biking safely and are not at risk from vehicles, these efforts do not address the fact that many San Francisco residents do not know how to bike, do not have confidence in their bicycling ability, and do not know the proper rules of the road. The outcomes of education efforts—ability, confidence, skills—simply cannot be produced through engineering treatments and enforcement efforts. With a bicycle mode share currently hovering at 3-4% and the goal of raising bicycle mode share to 8% by 2015, the SFMTA considers it necessary to use all tools available to encourage bicycling in order to succeed in meeting this goal. The SFMTA is confident that there exists a need to educate cyclists that cannot be



addressed solely by engineering and enforcement efforts, and as previously stated, will use the TDM Strategy to determine best practices for adult and youth bicycle education in San Francisco. Staff is committed to holding off on any significant education funding requests until the strategic planning work is completed at the end of 2015.

**Vision Zero Education Strategy:** The Vision Zero Education Strategy acknowledged that behavior change is a long term process and that creating new norms around traffic safety will require a sustained adherence to comprehensive, data-driven programs. To that end, the Strategy identified a series of potential long term actions, which included learn-to-ride and bike safety physical education programs at elementary, middle, and high school levels. The Education Subcommittee is currently in the process of evaluating the bike safety physical education programs, in addition to the other actions listed in the Strategy, to determine which will best help San Francisco create culture of traffic safety and reach its Vision Zero goal. SFMTA staff completed this work earlier this year.

**In-class School Curriculum Strategy:** The School Curriculum plan is expected to be finished by spring 2016 and involves the SFUSD, SFMTA, SFDPH and other stakeholder groups. As SFUSD has been offering in-class bicycle training – facilitated through the YMCA's YBike program – to middle and high school students for the past four school years, SFMTA is proposing a one-year continuation of the existing middle school program in order to ensure that students who are in the school during the 15/16 school year will not miss out on this training while the School Curriculum is finalized and implemented. It will not be possible to complete the in-school strategy, request funding and implement the middle school training classes within the current school year given the amount of time needed to organize classes and finalize other program components.

The SFMTA, SFUSD and Department of Public Health (DPH) are in agreement that the model used for providing these classes is a best practice and will be included in the long-term strategy moving forward. Therefore, all are comfortable in supporting the Prop K funding request for the one-year program with YBike while the overall School Curriculum strategy is developed. While the alternative is to provide no in-school bicycle education during the 15/16 school year, SFMTA staff believes that these classes are an important component of the Agency's ongoing efforts to encourage bicycling and ensure safe behavior amongst those who use bicycles, and consequently recommend that these classes continue throughout the planning effort.

**Youth Bicycle Safety Education Program Impact:** Neither YBike nor the SFMTA currently possesses data demonstrating the long-term impact of the Bicycle PE Unit on participants. To date, staff has been unable to identify any long-term longitudinal studies that have analyzed the impact of in-school PE bicycle education upon students. SFMTA staff is working with YBike and other parties to identify methods to collect this data for future inclusion in program planning. Conversations with third-party entities are underway, but they are in the very early stages and unfunded. Such a study would need to occur over a very long timeline, likely a decade or more, to truly understand the impact of middle school education. Many life skills taught to middle school students do not fully develop into habits and behaviors until after graduation and entry into the workforce. However, in-school education has been demonstrated to be a powerful tool in instilling safe behavior in kids, transmitting safety information to adults in families via students, and normalizing transportation options that individuals may be interested in using but were not aware of until exposure through schools.

YBike instructors have noted that YBike program participants genuinely enjoy learning a skill that they will carry with them for the rest of their lives, and that participants in PE programs often go on to join other YBike offerings, such as after school bike riding clubs and bike shop programs. Graduates from the bike shop program actually end up with their own bike & helmet and the knowledge and skills to ride it.

**Leveraging Past Instruction:** Many schools that have received training in the past now possess their own bike fleets and continue to offer classes independent of the SFMTA's funding and contractor

instruction. As such, the number of students receiving bicycle education is growing and the number of schools at which bicycle education is offered is greater than just the schools identified for instruction in the current school year. The collected anecdotal information from physical education teachers shows that up to an additional 2,000 students are reached per year beyond the number directly served through classes taught directly by contractor staff.

**Bicycle Education in Other Cities:** A number of cities and school districts in the Bay Area and around the country offer bicycle education to students. Bike East Bay has run classes in coordination with schools for years. For example, in the City of Alameda, such classes are offered as a one-day, after-school activity that students can opt into participating in. Although this set-up keeps costs low, it leaves a number of students out of the loop because they did not know about the classes, they had competing after-school activities, or lacked equipment. San Francisco's program is a more intensive, multi-day program that provides bikes to all students. Other cities have also recognized the importance of teaching youth to bike: Washington, DC is about to launch universal bike-riding program for 2nd grade youth. It is the only universal bicycling curriculum in the country and one that SFMTA and SFUSD are looking at within our strategic planning process.

### **Update on Adult Bicycle Education Program Evaluation**

SFMTA would like to report that the SFBC was asked to conduct a more rigorous evaluation of their adult bike education classes as discussed during the 2015 contract extension request last spring. The produced enhanced evaluation includes a pre-class survey distributed to participants at the start of each class and a follow-up survey sent via email to class participants six weeks after the conclusion of their bicycle education course. The goals of evaluation are to determine:

- Who is taking the SFBC bike education classes?
- How do students' bicycling habits change following a bike education class?
- How do students' confidence levels change following a bike education class?
- How do students' levels of perceived safety while biking change following a bike education class?
- How do students' levels of knowledge surrounding traffic laws change following a bike education class?

The SFBC is currently compiling the results of these surveys and will present the results in their final report which is due to the SFMTA at the end of their contract (December 2015). The findings of this evaluation will be used in the development of the SFMTA's TDM Strategy and help to guide how the agency moves forward with new education efforts.





# Memorandum

**Date:** 09.25.15

**RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Eric Cordoba – Deputy Director for Capital Projects

**Subject:** **INFORMATION** – Update on Cost Review of Transbay Transit Center and Downtown Extension

## Summary

The Transbay Transit Center (TTC) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2, known as the DTX, is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains. In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. As result, in July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, TJPA staff briefed its Board on an additional Phase 1 budget increase of \$246.92 million, for which they were planning to seek approval at the September Board meeting. Subsequently, at its July 22 board meeting, the Metropolitan Transportation Commission (MTC) directed its staff to perform a cost and risk review of both project phases and asked TJPA to cooperate with MTC staff, the Transportation Authority, and City staff in this effort. At its July 28 meeting, the Transportation Authority Board approved some conditions as part of a right-of-way action requested by the TJPA, reinforcing the need for the aforementioned parties to participate in the MTC cost review and to work together on a solution to close the Phase 1 funding gap. At its September 9 Programming and Allocations Committee meeting, MTC staff presented preliminary findings for the Phase 1 cost review, including several strategies for cost containment and a recommendation to increase the budget by \$48-\$250 million above the estimated \$247 million increase proposed by TJPA staff. All parties continue to collaborate on a cost and funding solution to enable timely completion of Phase 1 and are working to complete the Phase 2 cost review within the 90 day deadline. This memo provides a status update on the cost review effort.

## BACKGROUND

Headed by the Transbay Joint Powers Authority (TJPA), the Transbay Transit Center Program also known as 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. TJPA was created in April 2001 by the City and County of San Francisco (City), the Alameda-Contra Costa Transit District (AC Transit), and the Peninsula Corridor Joint Powers Board in order to design, build, operate and maintain the project. The TTC will be the northern terminus of the

California high-speed rail corridor between San Francisco and Los Angeles. The project is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the DTX. TJPA is moving forward with Phase 1, but Phase 2 is essentially on hold due to a significant funding gap. 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. The total program budget is currently estimated at \$4.5 billion in year-of-expenditure dollars.

In July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, TJPA staff briefed its Board an additional Phase 1 budget increase of \$246.92 million, for which they were planning to seek approval at the September Board meeting. At its July 22 board meeting, the Metropolitan Transportation Commission (MTC) directed its staff to perform a cost and risk review of both project phases within ninety days and asked TJPA to cooperate with MTC staff, the Transportation Authority, and City staff in this effort. At its July 28 meeting, the Transportation Authority Board approved some conditions as part of a right-of-way action requested by the TJPA, reinforcing the need for the aforementioned parties to participate in the MTC cost review and to work together on a solution to close the Phase 1 funding gap. Those conditions asked TJPA to cooperate fully in the MTC cost review; to only amend the Phase 1 budget and funding plan based on funds identified by the September TJPA Board meeting in order to allow the cost review to be completed and presented to MTC; and to continue working with all the funding partners on a funding plan to close the Phase 1 shortfall, including any associated financing costs.

## DISCUSSION

The purpose of this memorandum is to provide the Citizens Advisory Committee (CAC) with an update on the cost review effort lead by MTC for both phases of the program.

At the MTC's September 9, 2015 Programming and Allocations Committee meeting (chaired by Supervisor Wiener), MTC staff presented the preliminary findings for the Phase 1 cost review, including several strategies for cost containment and a recommendation to increase the budget by an additional \$48-\$250 million over the estimated \$247 million increase proposed by TJPA staff in order to increase the likelihood of completing the project within the revised budget. Attachment 1 is the presentation given to the Programming and Allocations Committee. The sections below provide some additional detail and describe next steps. The draft Phase 1 cost review report is still being refined and has not yet been released publicly.

**Phase 1 Budget and Cost:** The current Phase 1 budget approved on July 2013 is shown in Table 1 on the following page.

Planning and Design	\$217
Construction	\$1,340
Real Estate	\$84
Other Services	\$110
Other Costs	\$55
Program Contingency	\$93
<b>Approved Baseline Budget Total</b>	<b>\$1,899</b>

As of July 2015, the project had committed to \$1,141.63 million of costs against the previously authorized budget of \$1.899 billion. An additional \$27.68 million was recommended and approved for award of the time-sensitive Topping Slab trade package during the September 10, 2015 board meeting, bringing the total to \$1,169.31. The breakdown of these costs is shown in the table below:

Transit Center	\$ 1,028.43
Utility Relocation	\$ 20.84
Demolition Old Terminal	\$ 15.48
Temporary Terminal	\$ 20.65
Bus Ramp	\$ 56.23
<b>Subtotal Award through July 2015</b>	<b>\$ 1,141.63</b>
<b>Recommended for Award September 2015</b>	<b>\$ 27.68</b>
<b>Total Award through July 2015</b>	<b>\$ 1,169.31</b>

**Interim Phase 1 Cost Review Recommendations:** The cost review approached the evaluation of Phase 1 project cost increases on two fronts: 1) evaluating the project's cost performance history and 2) reviewing the project risks in order to determine an appropriate level of contingency going forward. In their first step, the cost review team reviewed the scope of the project, identifying the scope of work already awarded and completed, the past differences between cost estimates and actual bids, change orders, the construction packages that have yet to be awarded, and the associated soft costs, including construction manager/general contractor (CM/GC) costs, the program reserve, and contingency.

The overall findings are as follows:

- The CM/GC contract has unusual features: Webcor/Obayashi, a Joint Venture, was retained to perform construction management and general contracting (CM/GC) services for TJPA. However, in contrast to common industry practice for a CM/GC, they are not self-performing any of the construction and did not negotiate a Guaranteed Maximum Price for project delivery.

Instead, they negotiated services that include preconstruction review and bid preparation, procurement and sub-contract negotiation and management, quality assurance and control, and conflict resolution between subcontractors.

- Past cost increases were caused by several factors: The engineers' cost estimates were inadequate; they omitted some scope items, used low unit costs, and underestimated some quantities. Most importantly, they did not account for the complexity of implementation, leading to optimistic production rates. In addition, the project's complex and unique design features reduced the pool of qualified bidders which, combined with the very hot San Francisco construction market, created a very difficult bidding environment.
- The budget had a low program-wide contingency: The complexity of the project, together with the congested work site and tight schedule, mandate higher contingencies than customary. Based on the contracts remaining to be awarded, the cost review team recommended adding a minimum of \$48 million to the project contingency. This number is based on applying 30% contingency to the contracts with known bids/costs but not yet awarded, applying a \$180% contingency to the IP network contract to be awarded in 2016, and adding a 5% contingency to the remaining soft costs of \$117 million. The remaining construction work to be awarded and their status are reflected in Table 3 on the following page.
- The proposed budget has a 30% confidence level: The interim findings were that the risk register generally follows best practices, but that the proposed project contingency is at a 30% confidence level, rather than at the 50-80% level more commonly used. From this analysis, MTC's initial recommendation suggested an increase to the 50% confidence level. As shown on slide 11 of the MTC presentation (Attachment 1), the cost and risk review findings suggest the need for another \$48 million to \$244 million on top of the TJPA's \$247 million increase, resulting in a new total Phase 1 cost of \$2,194 to \$2,390.
- The project needs additional cost control measures: MTC cost review team suggested the creation of a Configuration Management Board, composed of senior TJPA staff and the funding partners for the review and approval of all proposed contract changes.
- The TJPA should investigate the possibility of establishing a Guaranteed Maximum Price (GMP) with the CM/GC: As previously mentioned, the CM/GC contract under which the facility is being constructed lacks a GMP, one of the most common and beneficial elements of that type of contract.

<b>Table 3. Remaining Bid Packages to Be Awarded</b>			
<b>TTC construction trade package</b>	<b>July 2015 costs (M)</b>	<b>Current costs (M)</b>	<b>Status</b>
7.6 Topping Slab	\$27.68	\$27.68	Award approved on Sept 10, 2015
Metal Colum Covers (CCO)	\$6.50	\$6.59	Negotiated
8.6 Metal Ceiling	\$28.30	\$26.41	Negotiated
8.7 Glass floors (CCO to 8.11)	\$10.00	\$16.80	Negotiated
13.1 Roof Top Park Landscaping	\$33.28	\$32.28	Negotiated
Roof Top Park Electrical / Mechanical (CCO to 10.4)	\$13.50	\$22.00	Negotiated
17.1 Signage / Graphics / Directory (Design-Build)	\$3.47	\$3.47	Negotiated
Overhead Contact system (Muni) (CCO 10.4)	\$7.85	\$7.85	Negotiated
1.5 IP Network	\$20.00	\$20.00	To be awarded in 2016
Art	\$2.18	\$2.18	Negotiated design – build assist
<b>Total to complete</b>	<b>\$152.76</b>	<b>\$165.25</b>	

**Funding:** Concurrently with the MTC cost review, the funding parties are working with TJPA to identify funding sources and develop a funding and financing plan to address the Phase 1 funding gap, which have to be in place before the TJPA Board adopts a new budget and funding plan.

Another challenge will be securing financing for the project. All of the potential funding sources identified to date to fund the gap will not become available in time to meet the project needs. TJPA is exploring possible sources for a bridge loan.

One source of concern is that both funding sources being considered for closing the gap, the proceeds from the sale of parcel F and proceeds from the Mello Roos special district, were slated for funding Phase 2, the DTX. Without the DTX the Transbay project will never reach its full potential.

**Next Steps:** Staff from MTC, the San Francisco Mayor's Office, the San Francisco Controller's Office, the Transportation Authority, and TJPA are working to finalize the Phase 1 cost review and concurrently to address the funding and financing needs.

Over the next few weeks the cost review will concentrate on Phase 2, review of the DTX budget., with the intent of wrapping up all these efforts within the 90 day timeline set by MTC and before the end of the calendar year to keep the TTC project on schedule. We will provide another update to the CAC when more information is available (anticipated at the October or November/December CAC meeting).

**ALTERNATIVES**

None. This is an information item.

**FINANCIAL IMPACTS**

None. This is an information item.

**RECOMMENDATION**

None. This is an information item.

Attachment:

1. MTC presentation to the Programming and Allocations Committee on September 9, 2015



# Transbay Transit Center Phase I: Cost Review

Programming and Allocations Committee

September 9, 2015



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## Summary of July Commission Action

- At its July 22<sup>nd</sup> meeting, the Commission:
    - Approved partially releasing MTC’s interest in the 568 Howard property, making this small portion available for inclusion in a TJPA land sale known as Parcel F
    - Received an update from TJPA on a proposed budget increase to the Transbay Transit Center Phase 1 project
- | July 2013<br>Approved Budget | July 2015<br>Proposed Budget |
|------------------------------|------------------------------|
| \$1,899 M                    | \$2,146 M                    |
- Directed staff to perform a project cost and risk review for both phases of the Transbay Transit Center project - to understand scope changes, cost increases

# Approach for Cost/Risk Review

1. Phase 1 Cost and Risk Review (Subject of today's presentation)
  - Clarify project scope
  - Assess cost exposure in two ways: cost review and risk review
2. Phase 2 Cost Review – An assessment of the Phase 2 scope, cost estimate, and delivery model
  - Working in cooperation with TJPA staff and SF City staff

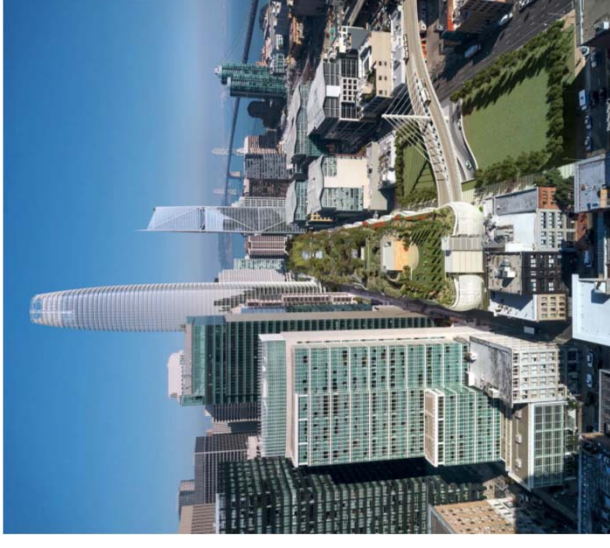
# Phase 1 Budget Update

- In July, TJPA staff proposed a budget revision identifying a \$247m funding shortfall
- Proposed covering part of shortfall with Parcel F sale
- Bus storage and rooftop park possibly delayed
- TJPA canceled the Parcel F auction, will work directly with prequalified firms
- Plan to award one construction contract in September, budget action likely later this fall

TTC Phase I Budget (\$ millions)			
Phase I Program	Current Budget	Proposed Budget	Shortfall
Construction	\$ 1,258.23	\$ 1,423.83	\$ (165.60)
Soft Costs	\$ 579.53	\$ 588.94	\$ (9.41)
Contingencies/ Reserve	\$ 61.64	\$ 133.54	\$ (71.90)
<b>Total</b>	<b>\$ 1,899.40</b>	<b>\$ 2,146.31</b>	<b>\$ (247)</b>
<b>Potential Strategies to Address Shortfall</b>			
<i>Additional Funding</i>			
Parcel F Proceeds (Reassigned from Phase 2)			160
Other Fund Sources (Not committed)			86
<b>Sub total</b>			<b>247</b>
<i>Delay Scope</i>			
Rooftop Park			57
Bus Storage Facility			19
Reduce Program Reserves			11
<b>Sub total</b>			<b>87</b>

# Phase 1 Review: Scope

- Phase 1 includes design and construction of:
  - Transbay Terminal including Rooftop Park and Underground Train Box,
  - Temporary Terminal,
  - Bus Ramps, and
  - Bus Storage
- Plus Utility Relocation, Old Terminal Demolition, Right of Way Acquisition, and construction mgmt.
- 50 trade packages for Terminal and Bus Ramp construction
- Most major contracts have now been awarded or negotiated, except IT network and Bus Storage Facility
- Rooftop Park and Bus Storage may be delayed due to budget pressures



## Approach #1: Cost Review

- Scope of Review
  - Past differences between estimates and actual bids/change orders
  - Construction packages remaining to be awarded
  - Soft costs, Construction Manager/General Contractor (CM/GC) costs, and reserve/contingency levels
- Overall Findings
  - Past cost increases attributed to several factors
  - Recent bids have been 179% over estimates (total)
  - CM/GC contract has unusual features
  - Soft costs generally in line with expectations

# Cost Review Recommendations

- For contracts remaining to be awarded, add \$48 Million in contingency:
  - Apply a 30% minimum contingency to the contracts with known bids/costs but not yet awarded in 2015
  - Apply a 180% contingency to the IP Network contract (2016)
  - Apply a 5% contingency on the remaining soft cost budget of \$117 million
- Additional recommendations for cost control going forward:
  - Implement funding partners process to review and approve change orders.
  - Consider a Maximum Price Guarantee with CM/GC for the remaining construction contracts to ensure cost certainty.

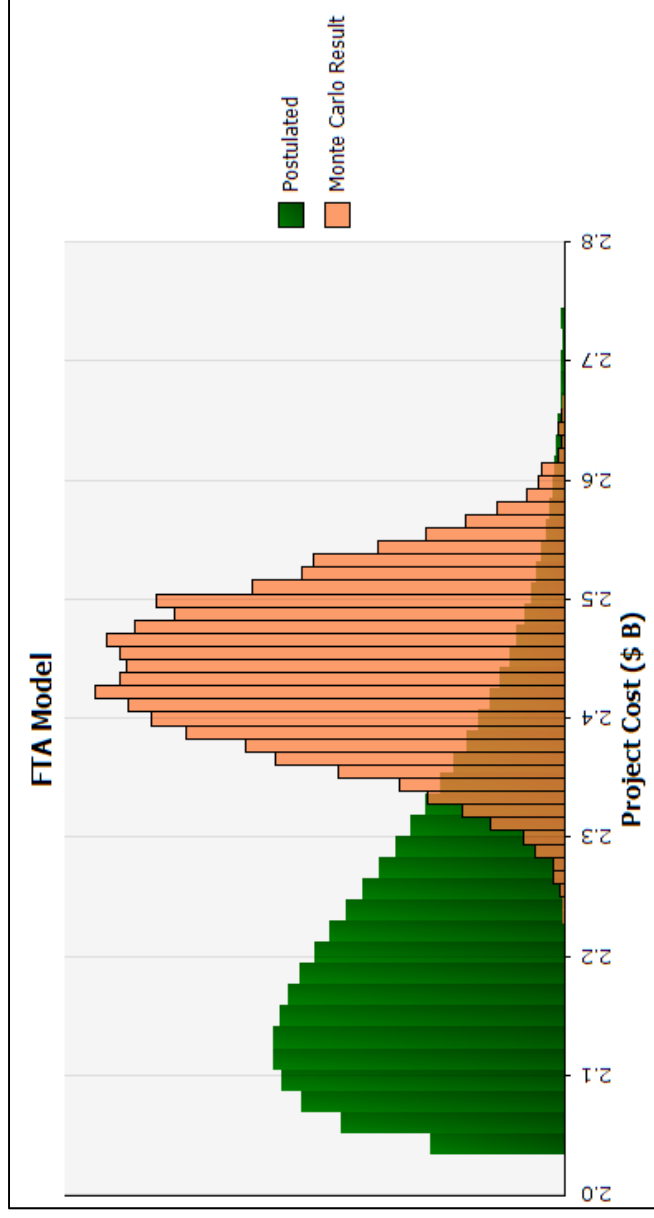
## Approach #2: Risk Review

- Scope of Review
  - Project risk management practices and models
  - Did not review all inputs to risk register or models
- Findings
  - Risk Register generally follows best practices, though risks having a cost impact do not appear to be quantified
  - TJPA uses two methods of quantitative risk modeling: “Top Down” and “Bottom Up” Cost Risk Analysis
  - Proposed budget is at a 30% confidence level; 50-80% generally more appropriate



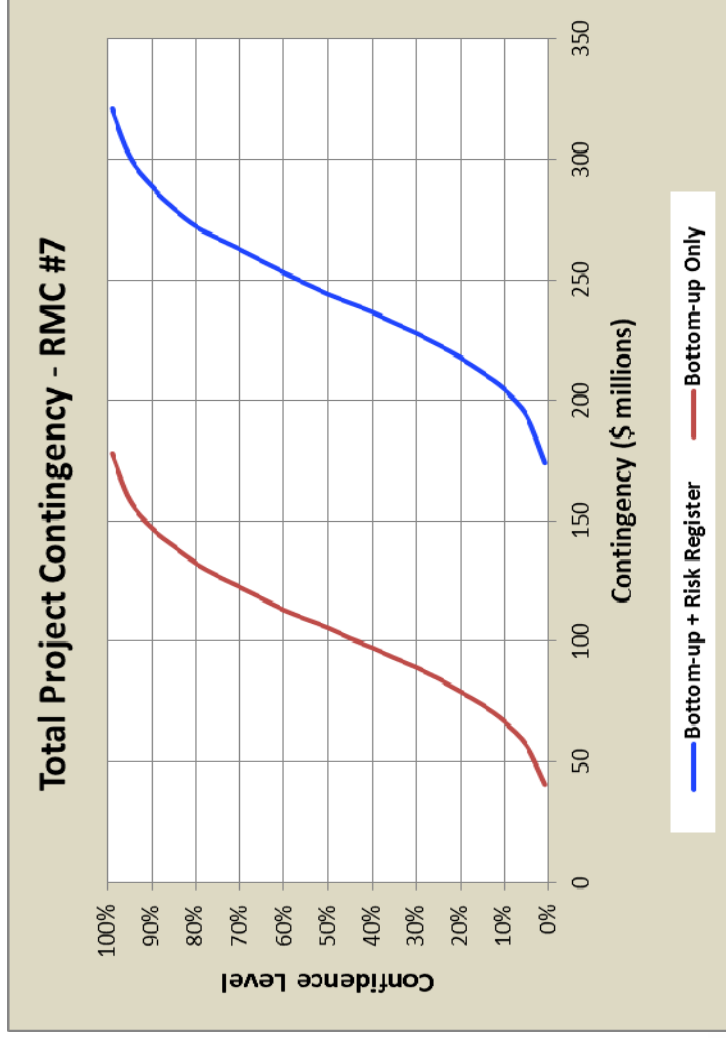
# Risk Review Findings

## Comparing Postulated Distribution and Computed Distribution



# Risk Review Findings

## Additional contingency based on risk models



# Risk Review Recommendations

- **Recommendations**
  - Focus on “bottoms up” risk analysis model for contingency
  - Consider a method of cost risk analysis that accounts for costs from the risk register
  - Consider adding contingency at a higher confidence level, at least 50%

**Additional Contingencies at Confidence Levels (\$ Millions)**

Confidence Level	Bottom-up + Risk Register	Bottom-up Only
30%	228	89
50%	244	105
70%	263	122

10

## Summary: Phase 1 Budget Exposure

- Based on both cost and risk analysis approaches, additional budget would be prudent

### Phase 1 Budget

	(\$ millions)
Approved budget (2013)	\$1,899
Proposed new request (July 2015, TJPA)	\$247
Proposed new total (July 2015, TJPA)	\$2,146
Potential additional exposure (Sept. 2015, MTC)	\$48-244
<b>New Total</b>	<b>\$2,194-\$2,390</b>

## Next Steps

- Receive feedback from this Committee
- Proceed with cost review of Transbay Transit Center Phase 2
- Continue to work with TJPA and funding partners to identify additional funding/financing and cost control strategies to successfully deliver full scope of Phase 1 project and be positioned to implement Phase 2




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# Memorandum

**Date:** 09.23.15 **RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Eric Cordoba – Deputy Director for Capital Projects 

**Subject:** **INFORMATION** – Major Capital Projects Update – Van Ness Avenue Bus Rapid Transit Project

## Summary

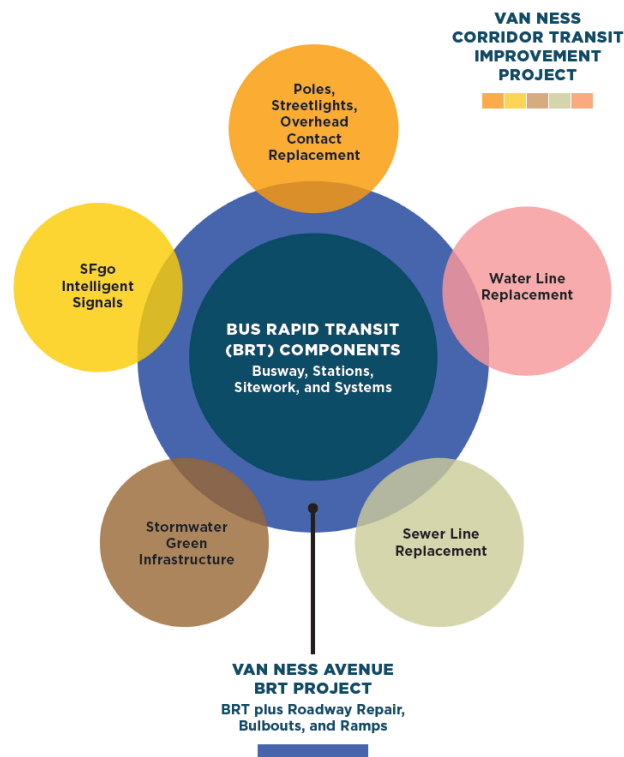
The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The Transportation Authority completed environmental review for the project in December 2013 and at that time transferred project lead to the San Francisco Municipal Transportation Agency (SFMTA). SFMTA began final design in May 2014 and reached 100% design in September 2015. SFMTA utilized the Construction Manager-General Contractor (CMGC) project delivery method as opposed to traditional design-bid-build, and awarded the contract for pre-construction services to Walsh Construction in July 2015. SFMTA also received Phase 2 approval from the San Francisco Arts Commission Civic Design Review in July 2015, retiring a significant project risk. Cost of the core BRT project is now estimated at \$162.8 million and a total of \$250 million when separate but related projects are included. SFMTA is currently finalizing several interagency agreements and remaining approvals, while the CMGC is conducting review of the design package, which may result in design changes that improve the value, constructability, and/or sequencing of the work. Under current assumptions, construction would begin in early 2016 and revenue service would begin in early 2019.

## BACKGROUND

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include: dedicated bus lanes, low-floor all-door boarding, consolidated transit stops, high quality stations, transit signal priority, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements. Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration (FTA) Small Starts program project. The project is a partnership between the Transportation Authority, which led the environmental review, and the San Francisco Municipal Transportation Agency (SFMTA), which is leading the preliminary and detailed design phases and will be responsible for construction and operation of the facilities. SFMTA's preliminary engineering team includes internal SFMTA engineers with design support from San Francisco Public Works (SFPW), San Francisco Public Utilities Commission (SFPUC), and San Francisco Planning Department. SFMTA is also using its on-call consultant HNTB for some specialized tasks.

The core Van Ness Avenue BRT project has been combined with several parallel projects for design, management, and eventual construction. These projects overlap the geography and will result in lower overall cost and construction duration when combined, compared to if they were built separately. The projects include Overhead Contact System, Streetlights, and Poles replacement; SFgo traffic signal replacement; sewer line replacement; water line replacement; and stormwater “green infrastructure” installation. Meanwhile, pavement resurfacing, curb ramp upgrades, and sidewalk bulb outs have always been considered part of the core BRT project. The parallel projects have largely independent funding, but many scope items will be cost-shared with the BRT project. The design plans and specifications include all these projects as part of a single Van Ness Corridor Transit Improvements Project.

**Figure 1: Relationship of Van Ness BRT and Van Ness Corridor Transit Improvements Project**



## DISCUSSION

The purpose of this memorandum is to provide the Citizens Advisory Committee with a project update for the Van Ness Avenue Bus Rapid Transit Project.

SFMTA began final design in May 2014 and reached 100% level of design in September 2015, including the scopes of the parallel projects. SFMTA received Phase 2 approval from the San Francisco Arts Commission Civic Design Review in July 2015, retiring a significant project risk to the design work. The 100% design package is currently in review by the California Department of Transportation (Caltrans), the Transportation Authority, and other stakeholders, to provide final comments in early October.

SFMTA is using the Construction Manager-General Contractor (CMGC) project delivery method as opposed to traditional design-bid-build. This method allowed SFMTA to award a contract before the completion of final design, in order to obtain valuable input from the contractor on design details and construction sequencing. SFMTA bid the CMGC contract in February, and selected Walsh Construction (Walsh) on a best value basis (in lieu of selection based solely on low cost), awarding the pre-



construction services contract in July 2015. Walsh has been conducting reviews of the SFMTA design work and meeting with the design team to resolve questions. Their review may result in design changes that improve the value, constructability, and/or sequencing of the work. Walsh has also been meeting regularly with SFMTA to discuss alternate approaches to construction sequencing and traffic management.

The CMGC method does not lock in a total contract price until after design is complete, when SFMTA will negotiate a Guaranteed Maximum Price (GMP) and baseline schedule with the CMGC. If Walsh does not provide a satisfactory price and schedule, the work would be re-bid as a traditional contract. SFMTA has been meeting regularly with Walsh to lay the framework for these negotiations, based on the recent 100% design package. Any design changes agreed to by both parties would be included in the negotiations.

## **CURRENT ISSUES AND RISKS**

The project team held a Risk Assessment update with participation from the CMGC. The current top risks are delays in obtaining required Caltrans permits and other required approvals, and delays in reaching GMP and executing the contract change to issue construction Notice to Proceed. Discussion of risks during construction benefited from the CMGC inclusion, improving the planned approaches to management of particular risks like unforeseen underground conditions.

Under current assumptions, construction would begin in early 2016 and revenue service would begin in early 2019, a delay of about one quarter since the previous Board report. Budget, funding, and schedule updates will next be updated as agreement is reached on a Guaranteed Maximum Price (GMP) and baseline schedule prior to issuing construction Notice to Proceed.

## **ONGOING ACTIVITIES**

**Agreements and Approvals:** SFMTA is in the process of executing the Caltrans Maintenance Agreement (which requires Board of Supervisors Approval) and Caltrans Construction Cooperative Agreement (which requires Executive Director Approval). SFMTA meets regularly with Caltrans and continues to work to satisfy the requirements to ultimately obtain the Caltrans Construction Encroachment Permit.

SFMTA has general agreement on scope with the sewer replacement and other parallel projects, including water service replacement, green stormwater infrastructure, overhead contact system and pole replacement, and SFgo signal work. These designs have been included in the plans and specifications and will be reviewed concurrently with the BRT project. SFMTA has begun work to establish detailed cost-sharing agreements with the partners.

SFMTA is currently applying for a Certificate of Appropriateness from the San Francisco Historic Preservation Commission for the portions of the project within the Civic Center Historic District, and expects to appear before the Commission in October and receive the Certificate in November. SFMTA is also in process of finalizing sidewalk legislation and obtaining removal permits for trees that are impacted by the project.

**Outreach:** The SFMTA Community Advisory Commission continues to meet monthly. As part of the process to obtain tree removal permits, SFMTA and SFPW posted notices on all trees that may be removed and held a hearing on the topic in August. Final issuance of the permits is pending based on incorporation of feedback from the public on specific trees. The project expects to replace trees at a nearly 2-to-1 ratio.

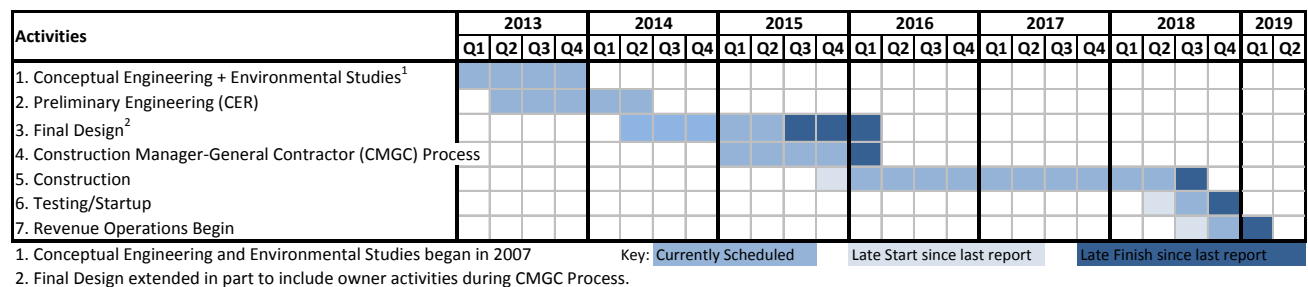
**Next Steps/Upcoming Key Milestones:** Final Design has reached the 100% level of design in September 2015, but additional changes are possible in response to suggestions from the CMGC related to value, constructability, and/or construction sequencing. Concurrent with these activities, SFMTA will work with Walsh to agree on a Guaranteed Maximum Price (GMP) and baseline construction schedule. Budget, funding, and schedule updates will next be updated in conjunction these agreements.

SFMTA has applied for the Federal Small Starts Grant Agreement (SSGA) in April 2015 and expects to secure the agreement in November 2015. The next application for Prop K sales tax funds will be to match these FTA funds for the construction phase.

**PROJECT SCHEDULE AND BUDGET**

**Schedule:** Figure 2 shows the project schedule, which shows a delay of about one quarter since the previous Board Report. The Final Design phase of work has been modified to take into account the CMGC process. While 100% level of design has been reached in September 2015, additional pre-construction collaboration with the contractor has been added to the phase, extending the phase into early 2016. Using the CMGC project delivery method, construction could begin by early 2016, reflecting a delay of about one quarter since the previous Board Report. As analyzed in the Construction Sequencing report that is part of the CER, construction is expected to last approximately 2-1/2 years under aggressive but reasonable assumptions. Revenue service is now anticipated to begin by early 2019. A schedule revision is expected by January 2016, setting a baseline construction schedule for the CMGC.

**Figure 2: Van Ness Avenue BRT Project Schedule**



**Budget:** Table 1 on the next page shows the budget for the project by phase as well as expenditures to date for the Core BRT project based on the CER. Some increase is expected in the Final Design phase due to additional pre-construction activities associated with the CMGC process. A cost estimate update is in process based on the 100% design documents, and a budget revision is anticipated by December 2015 in conjunction with the fixing of a Guaranteed Maximum Price from the CMGC. See the “Current Issues and Risks” section of this memo for more detail.

**Table 1: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date**

<b>Phase Name</b>	<b>Budget (\$ millions)</b>	<b>Estimate at Completion (\$ millions)</b>	<b>Expended to Date (\$ millions)<sup>1</sup></b>	<b>% Complete</b>
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 4.90	\$ 4.90	100%
Final Design (PS+E)	\$ 10.07	\$ 10.57	\$ 5.97	56%
Construction (Including Testing/Startup and Contingency)	\$ 134.56	\$ 135.92	\$ 0.00	0%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
<b>Total</b>	<b>\$ 162.81</b>	<b>\$ 162.81</b>	<b>\$ 18.31</b>	<b>11%</b>

<sup>1</sup>As of August 31, 2015.

**Funding:** Attachment 1 shows the project funding plan. The project will use a mix of Prop K sales tax, FTA Small Starts, and other local funds. SFMTA has included the project in its revenue bond program, bringing the project to full funding. Should additional contingency be needed, SFMTA expects to commit additional revenue bond proceeds.

#### **ALTERNATIVES**

None. This is an information item.

#### **FINANCIAL IMPACTS**

None. This is an information item.

#### **RECOMMENDATION**

None. This is an information item.

Attachment:

1. Funding Plan

Attachment 1: Van Ness Bus Rapid Transit Funding Plan  
Updated: August 2015

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>			Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON		
FTA 5309 Small Starts <sup>3</sup>	Federal	Allocated	\$7,031,202	\$6,371,063	\$31,597,734	\$44,999,999	\$74,999,999
		Programmed			\$30,000,000	\$30,000,000	
		Planned				\$0	
SHOPP <sup>4</sup>	State	Allocated			\$0	\$0	\$7,304,868
		Programmed			\$7,304,868	\$7,304,868	
		Planned				\$0	
PPM Funds	Local	Allocated	\$197,907			\$197,907	\$197,907
		Programmed				\$0	
		Planned				\$0	
Prop K <sup>5</sup>	Local	Allocated	\$6,977,180	\$1,594,280	\$0	\$8,571,460	\$36,302,444
		Programmed			\$27,730,984	\$27,730,984	
		Planned				\$0	
SFMTA Revenue Bonds	Local	Allocated				\$0	\$26,347,524
		Programmed			\$26,347,524	\$26,347,524	
		Planned				\$0	
California Pacific Medical Center Contribution <sup>6</sup>	Local	Allocated		\$2,100,000	\$0	\$2,100,000	\$5,000,000
		Programmed			\$2,900,000	\$2,900,000	
		Planned				\$0	
Central Freeway Parcel Revenues <sup>7</sup>	Local	Allocated			\$0	\$0	\$12,654,135
		Programmed			\$12,654,135	\$12,654,135	
		Planned				\$0	
SFMTA Operating Funds	Local	Allocated	\$1,823			\$1,823	\$1,823
		Programmed				\$0	
		Planned				\$0	
<b>Totals</b>		<b>Allocated</b>	<b>\$14,208,112</b>	<b>\$10,065,343</b>	<b>\$31,597,734</b>	<b>\$55,871,189</b>	<b>\$162,808,700</b>
	<b>Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$106,937,511</b>	<b>\$106,937,511</b>		
	<b>Planned</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		

<sup>1</sup> Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE - Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

<sup>2</sup> Acronyms used for funding sources include: FTA - Federal Transit Administration, PPM - Planning, Programming and Monitoring, SFMTA - San Francisco Municipal Transportation Agency, SHOPP - State Highway Operation and Protection Program.

<sup>3</sup> \$15 million appropriated in the FY 2010/11 federal budget and \$30 million appropriated in FY 2011/12 federal budget.

<sup>4</sup> SHOPP funding amount programmed in the 2014 SHOPP, adopted by the California Transportation Commission.

<sup>5</sup> Prop K amount includes \$420,900 in Authority operating funds in Fiscal Years 2009/10 and 2010/11.

<sup>6</sup> The development agreement with the California Pacific Medical Center was approved by the San Francisco Board of Supervisors through Ordinance 138-13 on July 11, 2013.

<sup>7</sup> \$12.7 million in Central Freeway Parcel Revenues is dedicated for Van Ness Avenue State of Good Repair improvements.



# Memorandum

**Date:** 09.25.15 **RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Rachel Hiatt – Interim Co-Deputy Director for Planning *RH*

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of the Transportation Demand Management Partnership Project Final Report Factsheets

## Summary

For the past three years, the Transportation Authority, in partnership with the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, and the San Francisco Department of Environment, has led the Transportation Demand Management (TDM) Partnership Project, funded by a grant from the Metropolitan Transportation Commission, the Transportation Fund for Clean Air, and the Prop K half cent sales tax for transportation. The project's main goals are to test pilot new methods of engaging with private sector employers around sustainable transportation and to improve the City and County of San Francisco's capacity for delivering TDM programs in a coordinated manner. The project is now complete and the Transportation Authority has produced a series of factsheets summarizing the findings and recommendations from each of four focus areas: voluntary employer collaborations; employer parking management; a commuter shuttle pilot program; and a coordinated TDM Strategy. The employer collaborations focused primarily on using information, incentives, and technical assistance to support employers in pursuing sustainable transportation initiatives, and are informing next steps for employer-focused TDM programs. The project also resulted in an inter-agency TDM Strategy that identifies shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

## BACKGROUND

The Transportation Authority is the lead agency for the San Francisco Transportation Demand Management (TDM) Partnership Project (Partnership Project), which launched in early 2012. The intent of the Partnership Project is to coordinate and streamline transportation demand management policy efforts in San Francisco, and offer a forum for employers and other organizations to explore and implement priority TDM strategies of mutual interest. The Partnership Project is a collaboration of the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of the Environment, and the San Francisco Planning Department. The project is funded by a grant of federal Congestion Mitigation and Air Quality Improvement Program funds through the Metropolitan Transportation Commission's Bay Area Climate Initiative. Local matching funds are provided by both Prop K sales tax funds and the county-share (Transportation Authority-programmed) Transportation Fund for Clean Air.

## DISCUSSION

The grant-funded Partnership Project scope of work is now complete, and the Transportation Authority has prepared a series of factsheets summarizing the four focus areas funded through the grant. These included the following:

- **Voluntary employer collaborations:** Partner agencies investigated the potential for private employers to implement coordinated TDM programs and services. Efforts included proposals for a ridesharing platform for medical institutions; a shared shuttle services program for Showplace Square neighborhood employers, and sustainable transportation marketing programs for southwest neighborhood employers. Ultimately, the most successful collaborations were the marketing pilot programs at San Francisco State University and Parkmerced, which were implemented in collaboration with dedicated staff at each institution.
- **Employer parking management:** This effort aimed to engage and provide technical assistance to employers to offer parking cashout as a replacement of free parking with incentives for sustainable commute alternatives. After significant efforts to identify interested employers, all employers contacted declined to participate.
- **Commuter shuttle pilot program:** SFMTA developed and initiated a policy and implementation framework for coordinating and regulating loading locations for regional and local private shuttle providers in San Francisco. The pilot was launched in August 2014 and will run for 18 months, after which SFMTA will be sharing a full program evaluation.
- **TDM Strategy:** Agencies completed a TDM Strategy document that identified shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

The summary factsheets document each of these pilot projects in greater detail, including the approach used, findings/lessons learned, and recommendations for San Francisco or other agencies interested in implementing similar efforts in their jurisdictions. A first overview factsheet summarizes the overall recommendations, and include the following:

- Regulatory policies may be needed for widespread, sustained change. The pilot projects demonstrated the challenges of obtaining voluntary employer participation in TDM programs. If widespread change is desired, regulatory mandates and enforcement may be necessary.
- Identify employers or institutions that have an internal champion. Initiatives were the most successful when a dedicated internal champion supported the project from start to finish.
- Improve business outreach and marketing techniques for voluntary programs. Voluntary initiatives were most successful when they addressed private sector needs and interests and did not require new contracts, policies or contribution of employer resources. Participation should be as easy as possible.
- Use existing collaboration structures where possible. Creating new relationships may be necessary, but was a primary hurdle for some efforts. Future employer collaborations could leverage existing partnerships such as Transportation Management Agencies or Business Improvement Districts. However, creating new structures may also be useful and necessary in some cases.

- Consider, account for and communicate possible risks with target audiences. Address risks upfront and understand internal priorities and decision-making needs as early as possible.
- Carefully consider administrative requirements for implementation. Recognize time and effort necessary for implementation (such as contracting and permitting), and budget resources accordingly.
- Define specific criteria to guide future TDM efforts. Identify screening criteria for potential opportunities, such as scale of potential impacts, presence of barriers and challenges to changing existing policies.

These lessons learned are informing development of future employer engagement and outreach programs, and have already led to a number of successful follow-on efforts, including a sustainable travel marketing partnership with a Mission Bay employer, and launch of a series of flexible work schedule/telework encouragement workshops held in partnership with the San Francisco Chamber of Commerce. We will continue to work with agency partners to build on and expand the relationships with institutional and private sector partners catalyzed by the Partnership Project.

The Partnership Project also laid the groundwork for strong ongoing coordination among the city agencies responsible for TDM, and agencies continue to collaborate on several work program items, including a toolbox of TDM measures for new development, a residential outreach pilot program, and others. Agency directors strongly support a coordinated approach and recently met to hear staff reports on TDM activities, while directing them to continue collaboration on annual work programming and delivery of TDM projects.

## **ALTERNATIVES**

1. Adopt a motion of support for the adoption of the TDM Partnership Project Final Report Factsheets, as requested.
2. Adopt a motion of support for the adoption of the TDM Partnership Project Final Report Factsheets, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

There are no impacts to the Transportation Authority's adopted Fiscal Year 2015/16 budget associated with the recommended action.

## **RECOMMENDATION**

Adopt a motion of support for the adoption of the TDM Partnership Project Final Report Factsheets.

Attachment:

1. TDM Partnership Project Final Report Factsheets



## Fact Sheet



# Transportation Demand Management Partnership Project

The Transportation Demand Management Partnership Project was a collaboration between the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of the Environment (SFE), and the San Francisco Planning Department (DCP). This work was evaluated independently by ICF International for the MTC.

## APPROACH

The San Francisco TDM Partnership Project was a multi-stakeholder effort to create new partnerships and approaches to employer engagement around TDM. This program began in early 2012 and consisted of four focus areas.

- **Voluntary employer collaborations:** Partner agencies investigated the potential for private employers to implement coordinated TDM programs and services. Efforts included proposals for a ridesharing platform for medical institutions; a shared shuttle services program for Showplace Square neighborhood employers, and sustainable transportation marketing programs for southwest neighborhood employers. Ultimately, the most successful collaborations were the marketing pilot programs at San Francisco State University and Parkmerced, which were implemented in collaboration with dedicated staff at each institution.
- **Employer parking management:** This effort was designed to get employers to give employees a flexible transportation benefit rather than free or subsidized parking. After significant efforts to identify interested employers, all employers contacted declined to participate.
- **Commuter shuttle pilot program:** The SFMTA developed and initiated a policy and implementation framework for coordinating and regulating loading locations for regional and local private shuttle providers in San Francisco. The pilot was launched in August, 2014 and will run for 18 months.
- **TDM Strategy:** Agencies completed a TDM Strategy document that identified shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

Results and lessons learned from each sub-project are documented in a series of accompanying fact sheets, and an independent report evaluating the entire program will be published by the Metropolitan Transportation Commission.

## WHY TDM PROGRAMS MATTER

TDM is a term for policies, programs, and tools that work with existing transportation infrastructure and services to help people make sustainable trip choices and to increase efficiency of the transportation system. TDM strategies prioritize transit, walking, bicycling, and ridesharing.

“The major transportation problems facing most communities are traffic and parking congestion, inadequate mobility for non-drivers, and various economic, social, and environmental costs associated with high levels of automobile travel; all problems that can be addressed by TDM.”

- Victoria Transportation Policy Institute

For more information, visit [www.vtpi.org/tdm/tdm51.htm](http://www.vtpi.org/tdm/tdm51.htm)





## Transportation Demand Management project factsheets.

## LESSONS LEARNED AND RECOMMENDATIONS

Recommendations for local agencies seeking to replicate employer-focused TDM programs:

- **Regulatory policies may be needed for widespread, sustained change.** The pilots demonstrated the challenges of obtaining voluntary employer participation in TDM programs. If widespread change is desired, regulatory mandates and enforcement may be necessary.
- **Identify employers or institutions that have an internal champion.** Initiatives were the most successful when a dedicated internal champion supported the project from start to finish.
- **Improve business outreach and marketing techniques for voluntary programs.** Voluntary initiatives were most successful when they addressed private sector needs and interests and did not require new contracts, policies or contribution of employer resources. Participation should be as easy as possible.
- **Use existing collaboration structures where possible.** Creating new relationships may be necessary, but was a primary hurdle for some efforts. Future employer collaborations could leverage existing partnerships such as Transportation Management Agencies or Business Improvement Districts. However, creating new structures may also be useful and necessary in some cases.
- **Consider, account for and communicate possible risks with target audiences.** Address risks upfront and understand internal priorities and decision-making needs as early as possible.
- **Carefully consider administrative requirements for implementation.** Recognize time and effort necessary for implementation (such as contracting and permitting), and budget resources accordingly.
- **Define specific criteria to guide future TDM efforts.** Identify screening criteria for potential opportunities, such as scale of potential impacts, presence of barriers and challenges to changing existing policies.

Separate factsheets are available for each of the seven sub-projects included in the TDM partnership project:

- SF State Transportation Marketing Pilot
- Parkmerced Transit Screens
- Parking Cashout Pilot Program
- SFMTA Commuter Shuttles Policy and Pilot Program
- Medical Institution Ridesharing Program
- Showplace Square Shuttle Program
- TDM Interagency Strategy

## CONTACT US

For more information, visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact Ryan Greene-Roesel at 415.522.4808 or [ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org).

**San Francisco County Transportation Authority**  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
Attn: TDM Partnership

## FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent sales tax for transportation, and the Transportation Fund for Clean Air.



# SF State Transportation Marketing Pilot

San Francisco State University is located in southwest San Francisco and boasts a variety of transportation options. The TDM Partnership, a joint effort of the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, worked with SF State to develop informational materials for students, employees and visitors that raise awareness of the university's TDM programs and promote sustainable transportation for campus access.

Originally, this pilot was intended to test the potential for a unified branding and marketing campaign across several major institutions in the southwest neighborhood. Ultimately, the institutions' needs were each too different to allow for a unified campaign, and separate campaigns were pursued at SF State and Parkmerced.

## APPROACH

The TDM Partnership team discussed options for a transportation marketing campaign with staff at SF State, and decided to focus on deploying information about sustainable modes on screens in student centers and the web. The team hired consultants to work directly with SF State to develop and deploy the campaign. Launched in winter 2013, the SF State Transportation Marketing Campaign included:

- **GO! STATE**, a new SF State website to provide information to students, employees and visitors. This website introduces users to the University's TDM goals and provides program information about transit, parking, visitor information, biking, ridematching, carsharing, employee programs, and the CARE Escort Program.
- New transportation information content and images for electronic information screens in the Student Center, administration building, library, and student services building.
- A focus on transportation resources for the SF State community, like the University's Bike Barn, the SF State Shuttle, free transfers between BART and Muni Route 28, Clipper Cards, RideMatch, EV charging station and Zipcar.
- Before and after surveys evaluating the effectiveness of the campaign.

## WHY MARKETING MATTERS

"Marketing can improve the effectiveness of most individual TDM programs and strategies. A survey of commuters found that exposure to commute trip reduction program information was the single most important factor contributing to mode shifting ... Given adequate resources, marketing programs can often increase use of alternative modes by 10-25% and reduce automobile use by 5-15%."

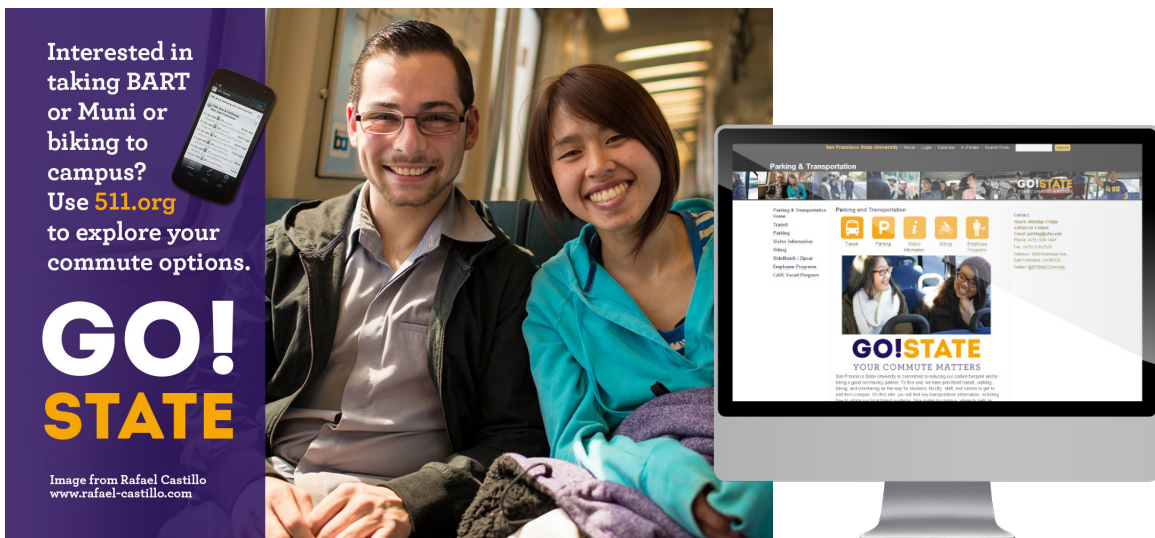
- Victoria Transport Policy Institute

For more information, visit [www.vtpi.org/tdm/tdm23.htm](http://www.vtpi.org/tdm/tdm23.htm)

## TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, or carpooling. TDM strategies include information and education, incentives, technology, and policies.

*Image above part of the SF State Transportation Marketing Campaign.*



## LESSONS LEARNED/RESULTS

The new SF State Transportation Marketing Campaign has established a useful communication resource and an easy reference for the steady stream of new students, faculty, and visitors who come each semester.

SF State surveyed students about the transit screens about three months after they were installed. These early results indicated that about 15 percent of students were aware of the screens, and, of these, about 7 percent reduced the frequency of driving to campus. Because the survey was conducted very shortly after the screens were implemented, survey results may not have captured the potential peak audience among student users.

Overall, this pilot was successfully implemented without major challenges along the way. Some lessons learned were:

- **Employer champions are critical.** Support from SF State’s on-site, full-time transportation coordinator, who played an active role in defining the project, developing and reviewing the marketing materials, and working with SF State staff to support the website launch and install information screens, was critical for the success of the project.
- **Simpler is better for voluntary programs.** The project team initially envisioned a campaign that would be co-branded for several institutions in the southwest neighborhood, but concluded that separate campaigns would be simpler and more successful. Additionally, unlike several other pilot programs tested for the TDM Partnership Project, no controversial policy, administrative, or financial commitments were required from SF State, so the program could be implemented with minimal obstacles.

## RECOMMENDATIONS

San Francisco agencies should continue to provide technical assistance and support to motivated employers. The employer or institution must show a high level of committed engagement to the project and feel it is necessary to meet their own goals for transportation sustainability. The program should be able to demonstrate public benefit and ideally cost-effectiveness in shifting travel behavior. While a marketing campaign may not have immediately measurable impacts on travel behavior, it can help increase the effectiveness of other TDM measures when included as part of a package.

“The TDM Partnership program was a real boon to our TDM marketing efforts and gives us a brand and solid foundation for getting out the word on a range of transportation programs.”

- Wendy Bloom

SF State Campus Planner

## CONTACT US

For more information, visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact Ryan Greene-Roesel at 415.522.4808 or [ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org).

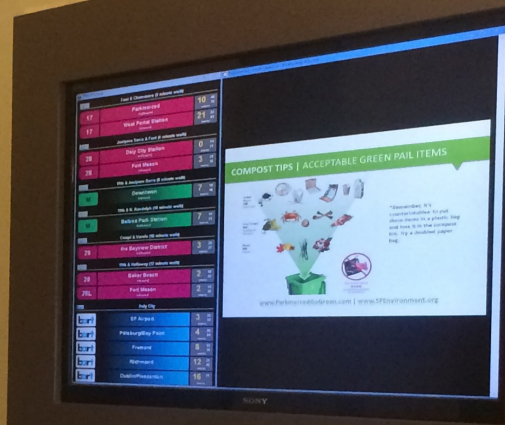
**San Francisco County  
Transportation Authority**  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
Attn: TDM Partnership

## FUNDING

Funding provided by the Metropolitan Transportation Commission’s Climate Initiatives Program, San Francisco’s Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



## Fact Sheet



# Parkmerced Transit Screens

Parkmerced Apartment Homes is a community of high-rise apartment buildings and townhomes located in southwest San Francisco and is served by a variety of transportation options. The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department and SF Environment, funded this effort, which was led by the Transportation Authority and SFE. This project partnered with Parkmerced to install 12 real-time transit displays in the multi-family residential Parkmerced Towers. The information was customized to present real-time Muni arrival near Parkmerced, along with information about other modes.

Originally, this pilot was intended to test the potential for a unified branding and marketing campaign across several major institutions in the southwest neighborhood. Ultimately, the institutions' needs were each too different to allow for a unified campaign, and separate campaigns were pursued at SF State and Parkmerced.

## APPROACH

Team members discussed options for improving access to transportation information at Parkmerced with the site transportation coordinator, and identified an opportunity to leverage pre-existing information screens in each of the residential towers. Prior to the project, the screens displayed in-house announcements for residents. Since project implementation in 2013, the screens now display real-time arrivals of each bus and light-rail train serving Parkmerced, including:

- Arrival times for Muni M, 17, 28, 28L and 29
- Approximate walk times to each transit stop
- Vehicle availability for nearby Zipcar locations and potential car service arrival times

The city engaged a consultant to develop and design the screens, and to work with Parkmerced staff on deployment. The effectiveness of the transit screens in raising awareness of available transportation programs was evaluated through a brief before and after survey of residents.

## WHY REAL-TIME PASSENGER INFORMATION MATTERS

Real-Time Passenger Information (RTPI) systems make public transit easier and more reliable because they increase predictability and decrease waiting time. According to research, riders who use RTPI systems are less concerned about missing a bus and spend less time waiting at stops compared to those who use traditional schedule information, while riders without RTPI wait longer and perceive their wait times to be longer.

For more information, visit <http://dub.washington.edu/djangosite/media/papers/tmpf2yHN1.pdf>

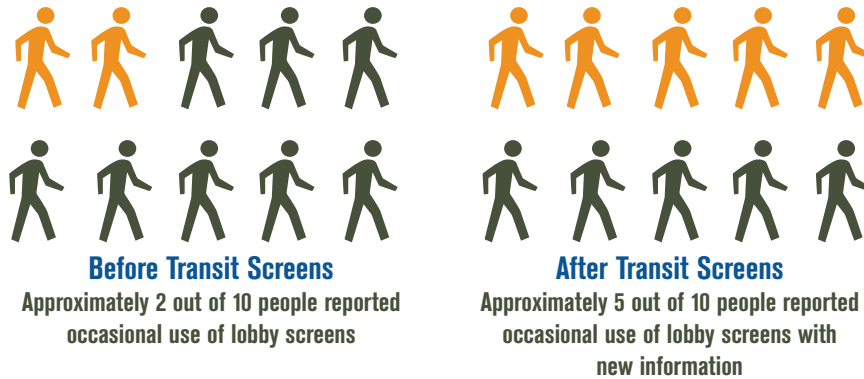
## TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by responding to barriers to taking trips by transit, bicycling, walking, or carpooling. TDM strategies include information and education, incentives, technology, and policies.

## RESULTS AND LESSONS LEARNED

According to before and after survey results, there has been a significant increase in the use of the lobby information screens since they were first installed—from 15% of respondents reporting occasional use of the lobby screens in 2013 to 53% in the most recent 2014 survey. The survey results do not indicate any change in travel behavior.

### PARKMERCED RESIDENTS USE OF LOBBY SCREENS



Some residents have reported that the screens sometimes have technical issues, whereas others report being content with the information provided. The transit screens require regular checking and maintenance to maintain effective operations after installation in lobbies.

Overall, this pilot was successfully implemented without major challenges along the way, other than some technical challenges associated with providing internet connectivity to the screens. Success factors included:

- **Engaged interest of an onsite transportation coordinator.** Park Merced’s onsite, full-time transportation coordinator played an active role in defining the project, reviewing the screens, and working with technical staff on site to deploy them.
- **Tailored to meet the needs of Park Merced.** Originally, the city team had envisioned developing a marketing campaign that would be co-branded and launched across several institutions in the southwest neighborhood. The team ultimately concluded that tailoring separate campaigns to the needs of individual institutions would be simpler and more successful.
- **No controversial policy, administrative, or financial commitments required.** Unlike several other pilot programs tested for the TDM Partnership Project, this pilot did not require the participating institution to execute any contracts, provide resources (other than staff time), or change institutional policies. This meant the program could be implemented with minimal obstacles.

## RECOMMENDATIONS

Continue to provide technical assistance and support to the most motivated employers. The employer or institution must show a high level of committed engagement to the project and feel it is necessary to meet their own goals for transportation sustainability. The program should be able to demonstrate public benefit and ideally cost-effectiveness in shifting travel behavior. While transportation information screens may not change behavior directly, they can help increase the effectiveness of other TDM measures when included as part of a package.

19th Ave & Holloway Ave		2 MIN WALK	PARKMERCED APARTMENT HOMES <i>so smart.</i>	
M	Downtown Inbound	4	20 40	zipcar. VEHICLES
29	Baker Beach Inbound	6	25 70	
28	Fort Mason Inbound	8	48	
17	West Portal Station Inbound	23	63 63	
Gonzalez Dr & Font Blvd <th>5 MIN WALK</th> <td colspan="2">State Dr 3</td>		5 MIN WALK	State Dr 3	
17	Parkmerced Outbound	11	48 70	19 Higuera Ave 1
17	West Portal Station Inbound	18	48 78	9 Buckingham Way 3
				125 Cambon Dr 2

Real-time transit information powered by TransItScreen

“Our transit screens have proved to be one in a series of important improvements to the experience of living in Parkmerced. Anything we can do to help our residents manage their time, and make their comings and goings a little bit easier, is a big plus for our community.”

—Rogelio Foronda, Jr.,  
Parkmerced Development Manager

## CONTACT US

For more information, visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact Ryan Greene-Roesel at 415.522.4808 or [ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org).

San Francisco County Transportation Authority  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
Attn: TDM Partnership

## FUNDING

Funding provided by the Metropolitan Transportation Commission’s Climate Initiatives Program, San Francisco’s Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



## Fact Sheet



# Medical Institution Ridesharing Program

San Francisco's medical institutions are major travel generators, with diverse trip types, trip times, and travelers including employees, patients, students, and visitors. The TDM Partnership, a joint effort of the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, funded this effort, which was led by the Transportation Authority and SFE. This project worked with six San Francisco medical institutions to form a Medical Institutions Transportation Working Group, with the goal of developing collaborative programs and reducing the number of vehicle trips among commuters.

## APPROACH

Six medical institutions participated in the Transportation Working Group. Their employees have varied schedules and many work during non-commute hour shifts. Therefore, the working group identified a collaborative ridesharing approach as the most effective TDM program because it would provide the widest coverage. TDM Partnership staff and consultants conducted one-on-one interviews and a series of three working group meetings to identify existing programs and opportunities for collaboration. Meetings focused on:

- Existing TDM programs
- Identifying shared challenges and potential opportunities to collaborate
- Additional medical institutions that could be involved
- Overview of the top rideshare vendors and their services

A Ridesharing Platform Criteria survey was conducted to identify top criteria for evaluating ridesharing platform vendors. Based on working group findings and the top evaluation criteria, rideshare platform vendors were reviewed and made presentations, and the working group selected a preferred vendor. The vendor was selected because it was already used by one institution, and because it would allow each institution to maintain separate contracts while allowing cross-institution ridesharing.

## RIDESHARING

“Ridesharing can reduce peak-period vehicle trips and increase commuters’ travel choices. It reduces congestion, road and parking facility costs, crash risks, and pollution emissions. Ridesharing tends to have the lowest cost per passenger-mile of any motorized mode of transportation, since it makes use of a vehicle seat that would otherwise be empty.”

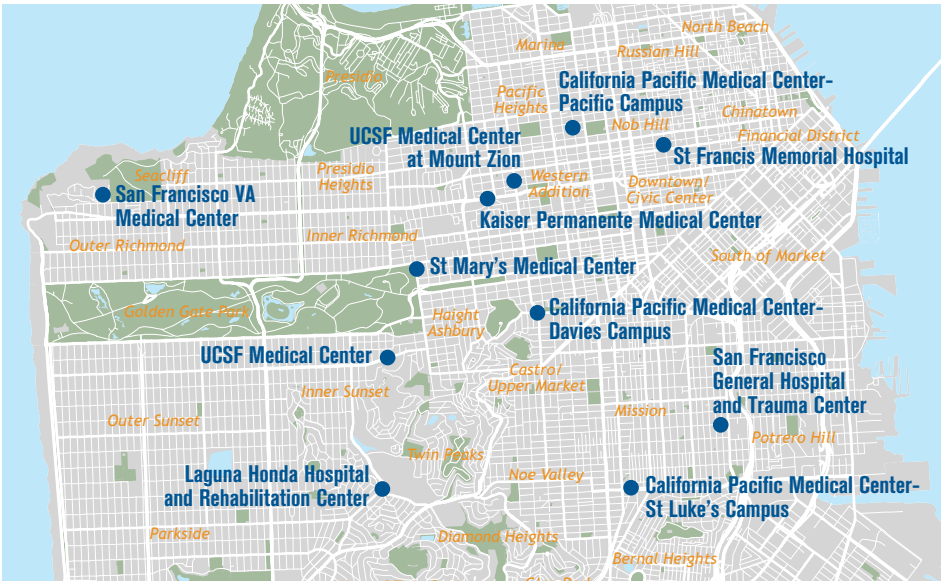
-Victoria Transport Policy Institute

For more information, visit <http://www.vtpi.org/tdm/tdm34.htm>

## TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.

Photo courtesy Washington State Dept. of Transportation/flickr. Licensing information: <https://creativecommons.org/licenses/by-nc-nd/2.0/legalcode>



Map of medical institution locations.

## RESULTS AND LESSONS LEARNED

- Protracted contract negotiations hampered program implementation.** Several medical institutions agreed to contract with the preferred rideshare platform service provider and were provided a grant-funded subsidy to cover a portion of the first year of service. One medical institution moved forward with contracting, but was delayed by protracted contract negotiations and a change in vendor management. The other participants did not take action to pursue contracting despite repeated follow-up. Ultimately, no collaborative ridesharing program was established. City of San Francisco medical institutions were particularly challenged by complex procurement and contracting requirements as well as liability concerns. In most cases, the medical institutions did not see the pilot effort as enough of an institutional priority to overcome these challenges.
- Absence of strong internal champions proved challenging.** A collaborative ridesharing program requires an internal champion and sustained motivation from all involved parties.

## RECOMMENDATIONS

- Make voluntary programs as easy as possible.** Future voluntary employer TDM programs should make it as easy as possible for employers to participate and avoid asking for significant time or resource commitments unless the employer is highly motivated to participate and has an empowered internal champion for the work. In particular, programs that require contract execution among multiple parties should be approached with caution.
- Focus on employers with a strong internal champion.** In many cases this may mean employers with an on-site transportation coordinator or those interested in expanding their facilities.
- Avoid pursuing voluntary programs that require significant employer time commitments.** This pilot suggests that achieving formal coordination among groups of employers with similar interests may be challenging due to the time commitments required. The medical institutions in this pilot did not have the staff resources to invest time in coordinating with other institutions on an ongoing basis.

“This collaboration is primarily envisioned as being functional, rather than administrative ... all hospitals want their employees to benefit from a shared ridesharing system to expand the pool of potential carpool and vanpool companions and to take advantage of economies of scale to reduce software costs.”

July 15, 2013 Meeting Notes,  
SFCTA Medical TDM

## CONTACT US

For more information, visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact **Ryan Greene-Roesel** at 415.522.4808 or [ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org).

### San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
Attn: TDM Partnership

## FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



## Fact Sheet



# Showplace Square Shuttle Program

The Showplace Square area is a thriving and growing business district in western SoMa. Several employers and property managers in this area offer free shuttles to Caltrain, BART, and the Ferry Terminal, and others would like to provide similar shuttle service but don't want to bear the cost. The goal of this pilot was to test potential for collaboration among employers and property managers in the Showplace Square area to provide a shared shuttle service.

The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, funded this pilot project. The Transportation Authority was the lead agency. The intention was to increase the first/last mile connections to Showplace Square, reduce the environmental and traffic impacts of service redundancy, and develop an organizational structure for collaboration between private sector entities that could be expanded to meet future needs.

## APPROACH

The pilot program convened potentially interested employers and property managers in the Showplace Square area to better understand their goals, priorities, and needs. The group identified common goals and objectives, and determined that a shared shuttle service would best meet their needs to achieve cost and service efficiencies. An initial shuttle service plan was developed to improve access to BART, Caltrain and the temporary Transbay Terminal. The following steps were completed to advance the program:

- The service plan was updated, and cost estimates, budget, and several cost-sharing scenarios were developed, and adjusted as participants' needs were refined.
- A variety of options were considered to organize the shuttle service on behalf of the participants, including a non-profit sponsor and a private-sector shuttle provider. Participants preferred a non-profit because of the low overhead costs and greater control over services.
- TMA SF Connects, the transportation management association for 70 buildings downtown, was approached and ultimately agreed to serve as Fiscal Sponsor after completing a rigorous due diligence process.<sup>1</sup>
- A service target start date was established, and TMA SF drafted a participation agreement and released an RFP to San Francisco shuttle service providers.

<sup>1</sup> TMA SF Connects later determined that they did not want to participate as a fiscal sponsor.

## WHY FIRST/LAST MILE SERVICE MATTERS

First- and last-mile services like commuter shuttles allow people to use regional mass transit even if their destination isn't right next to a stop or station, thereby reducing greenhouse gas emissions and road congestion. Consolidating existing shuttle services offers the opportunity to increase frequency, provide more service options, and lower the cost for each participant.

For more information on shuttle services, visit <http://www.vtapi.org/tdm/tdm39.htm>

## TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.



## RESULTS AND LESSONS LEARNED

Ultimately, the fiscal sponsor and participants were unable to come to a final agreement regarding their contract terms, particularly with respect to payment frequency and flexibility for entry/exit from the program. Additionally, one major participant withdrew late in the process, which rendered the program no longer financially viable.

The following key lessons stand out:

- Participants faced a key tradeoff between potential cost savings and loss of flexibility/ increased risk. Because the degree of cost savings was directly reliant on the number of participants, achieving participant critical mass is necessary for this kind of effort.
- Some participants were not willing to provide the detailed information (e.g. square footage, number of employees, shuttle ridership) to the City needed to develop service plans and budgets due to privacy concerns.
- Understanding participants' key "deal breaker" decision points (e.g. for contract terms, costs), and internal-decision making processes earlier in the process would have helped focus effort and saved time.
- Obtaining consistent attention and interest from participants proved challenging because commute issues were not always their top priority, and their business needs could change rapidly. Some employers joined, dropped out, and then re-joined the collaboration as their business circumstances changed over the course of the year.

## RECOMMENDATIONS

- Funding private sector technical assistance with public funds should proceed in a manner that shields the privacy of business information.
- Future efforts to create shared shuttle arrangements may be more successful if building owners/property managers are targeted as participants (rather than employers), since employer's service needs are likely to vary significantly with business conditions. Private-sector shuttle providers may be better positioned to create shared shuttle arrangements than non-profit entities as they may have a greater ability to absorb the financial risk involved.
- In San Francisco, some buildings are required to provide shuttle service through developer agreements, resulting in some duplicative and uncoordinated services. The city should investigate whether these agreements could be revised to allow meeting the requirement through participation in a shared shuttle service. If the latter is an option, then private sector entities would be more incentivized to provide shuttle service where it is needed most.



Expanded shuttle service could reach 600 additional employees at participating businesses, increase average daily shuttle ridership by over 130 employees, and reduce daily private auto vehicle miles traveled by over 650 miles per day.

## CONTACT US

For more information, visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact Ryan Greene-Roesel at 415.522.4808 or [ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org).

### San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
Attn: TDM Partnership

## FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent sales tax, and the Transportation Fund for Clean Air.



## Fact Sheet



# Parking Cashout Pilot Program

*Parking Cashout* is defined as the replacement of free parking with cash or equivalent incentives for non-automobile modes of travel. Studies have shown that parking cashout can significantly reduce drive-alone trips to the work site. California state law requires certain employers who provide free parking to “cashout” employees who do not take advantage of this parking. The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department and SF Environment, funded a pilot parking cashout project to determine the potential for increasing voluntary employer adoption of cashout through provision of technical support and incentives. SFE and the Transportation Authority led this effort.

## APPROACH

The pilot program used outreach to identify employers who might be good candidates for implementing cashout. A target candidate employer for the parking cashout pilot offers free parking to employees at all levels, in San Francisco locations with limited free street parking and frequent transit, and would be able to eliminate the parking subsidy by replacing it with increased subsidies for other modes. Target candidate employers should also have unbundled parking, which is parking that is not included in their office leases. Outreach included the following efforts:

- A survey distributed to the 3,000 businesses on the SFE’s CommuteSmart mailing list for businesses that opt in to receive commuter benefit updates; the survey was intended to identify target candidate employers for the parking cashout pilot.
- An employer workshop, held in September 2013, to provide feedback on potential strategies to manage employee parking demand, and incentives that the public sector can provide to address parking needs while reducing drive-alone trips.
- Outreach to members of the Business Council on Climate Change (BC3), whose members have been engaged in innovative efforts to address climate change, to identify employers outside of downtown San Francisco that may have been motivated to participate in the pilot program.
- Outreach to tenants of 1455 Market Street, where property management indicated that current tenants lease parking spaces and may be interested in participating in the pilot program.

The study aimed to test whether employers could be motivated to participate in the program if provided with:

- Technical support to overcome administrative barriers to cashout
- Information about the benefits of cashout
- Funding to cover short-term costs of transitioning to the cashout program (as necessary)

## WHY PARKING CASHOUT MATTERS

Parking cashout shifts the free or subsidized parking benefit, which is only available to vehicle owners, to a cash benefit that is available to all employees, and allows employees to use the value of that benefit toward whatever transportation mode they wish. Free parking is an invitation for employees to drive alone to work and discourages carpooling and non-auto commute modes. Giving employees a more flexible transportation benefit can encourage them to use other modes, and research has shown such an approach to increase employee satisfaction.

For more information, visit <http://shoup.bol.ucla.edu/ParkingCashOut.pdf>

## TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by responding to barriers to taking trips by transit, bicycling, walking, or carpooling. TDM strategies include information and education, incentives, technology, and policies.

## LESSONS LEARNED/RESULTS

The pilot program led to the following conclusions:

- **There is little employer interest in voluntary cashout.** Based on survey results, employer outreach, and follow up after the survey and meetings, the team identified seven employers as potential good participants for the pilot program. The team held meetings with these employers, and all declined to participate. Most were not motivated to reduce employee parking demand, were concerned about relinquishing leased parking spaces where access to other parking may be scarce, or perceived a change in company policy as an administrative hassle.
- **The share of firms providing parking subsidies appears to be small.** Another survey administered by SFE as part of ensuring annual compliance with the San Francisco Commuter Benefits Ordinance suggested that only a small number of firms in San Francisco (about 12 percent of those surveyed) are offering any form of parking subsidy\*.
- **Barriers to parking are already high in San Francisco.** Between concerns about cost and disinterest in reducing parking demand, the study results suggest that voluntary parking cashout may be challenging in a dense place like San Francisco where parking prices are already high and few employers offer free or subsidized parking, and are therefore reluctant to change company parking benefit policies. This echoes findings from a cashout pilot program in downtown Seattle that saw limited employer participation despite significant subsidies and implementation assistance. Like downtown San Francisco, downtown Seattle's parking supply is constrained, prices are high, and relatively few employers offer free or subsidized parking to all employees.

**OF THE SF FIRMS  
SURVEYED WITH 20+  
EMPLOYEES, 12%  
OFFER SOME SORT OF  
PARKING SUBSIDY\***



“We need more public education to get the word out there [about the costs of driving]. People don't think about insurance, cost of maintenance... only the toll. This is the real cost and this is the real impact of it. ...The environmental message is not coming through. Changing habits can be hard, especially for the abstract good.”

- Employer with large office in SF

This pilot project was more fully documented in separate paper, *The Challenge of Soliciting Voluntary Participation in Parking Cashout: Lessons from San Francisco*. This paper will be available on the SFCTA web site: [www.sfcta.org/tdm](http://www.sfcta.org/tdm)

## RECOMMENDATIONS

- **Provide technical assistance on parking cashout to interested employers.** Based on these findings, voluntary wide-scale implementation of parking cashout by employers does not appear feasible. Instead, the city could provide technical assistance to interested employers as they request it.
- **Integrate parking cashout into holistic trip reduction programs.** Rather than focusing on parking cashout as a standalone program, city policies could integrate the program into a more holistic trip reduction approach with performance standards.
- **Consider partnerships for enforcement.** Enforcement of parking cashout is possible and is the responsibility of the Air Resources Board. Enforcement may be labor intensive given the challenge of identifying employers subject to the law. San Francisco could seek local legislation to strengthen the parking cashout law to make it more enforceable. Additionally, San Francisco could better enforce existing parking unbundling requirements to ensure the success of any future parking cashout programs.
- **Use more accessible language.** “Parking cashout” is an unfamiliar term to many, and future program implementation should include techniques for messaging and communicating with employers and commuters.

## CONTACT US

For more information, visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact Ryan Greene-Roesel at 415.522.4808 or [ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org).

**San Francisco County Transportation Authority**  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
Attn: TDM Partnership

## FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.

*\*Based on the responses of the 964 employers with 20+ employees that submitted compliance forms by the deadline.*

# SFMTA Commuter Shuttles Policy and Pilot Program

The number of privately operated shuttles in San Francisco has grown quickly in recent years. Rapid growth may continue, as many of these shuttles connect employees who live in San Francisco with employers to the south and within San Francisco, and as San Francisco's and the region's Commuter Benefit Ordinances offer provision of shuttles as one option for compliance. The SFMTA, with support from the Interagency TDM Partnership Project, worked with commuter shuttle providers and Muni to develop a proposal to test sharing a limited pilot network of selected Muni zones with permitted commuter shuttles.

Shuttles support important citywide and regional goals by decreasing drive-alone trips. But they also have impacted Muni and other roadway users since they frequently used Muni zones or double-parked to load passengers. This pilot is intended to test allowing permitted shuttles to use a limited network of approved zones, with the hope that including only specific zones, providing guidelines for shuttle loading and unloading, and focused enforcement will improve shuttle interactions with other users, while supporting safety and congestion reduction.

## APPROACH

Developing and launching the Commuter Shuttles Pilot program involved a number of steps:

- Defining principles in consultation with shuttle sector members
- Evaluating impacts of existing shuttle operations on Muni and other users
- Evaluating transportation and environmental benefits of existing shuttle operations in San Francisco
- Developing a proposed policy framework
- Calculating the costs of administering the program and developing a fee to cover the costs. The current fee is set at \$3.55 per shuttle stop event per day.
- Legislating a pilot to test the policy for 18 months
- Identifying preferred shuttle loading and unloading locations and issuing permits and placards to approved shuttle service providers
- Communicating during launch of pilot and providing on-going feedback avenues
- Collecting data to evaluate the pilot

Findings from the pilot will inform a longer-term approach to commuter shuttles in San Francisco.

## WHY COMMUTER SHUTTLES MATTER

Data collected by ICF, MTC's consultant for the Bay Area Climate Initiative Grant, indicates that at least 17,000 San Francisco commuters take employer shuttles to work each day, and MTC sees these shuttles as a key component of the region's commute traffic system.

"We as a region are better off by having a variety of ways to get around," said Egon Terplan, SPUR's regional planning director.

## TDM

Transportation Demand Management (TDM) is a suite of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.

*Image: Liz Hafalia, The Chronicle*

## REDUCTION IN PRIVATE VEHICLE TRIPS

Nearly half of all regional shuttle riders and 27 percent of all intra-city shuttle riders surveyed reported that they would drive alone for their commute if they did not have access to the shuttle service.



Annual reductions of  
at least **43 million vehicle miles traveled** and  
**8,500 tons of greenhouse gas emissions**  
are associated with shuttle operations.



*Data provided from consultant survey of shuttle riders and shuttle service providers*

## RESULTS AND LESSONS LEARNED

The pilot program was launched on August 1, 2014 and will run for an 18-month period. As of January 15th, 2015, SFMTA had approved more than 100 designated shuttle stop location. The successful launch of the program can be attributed to several factors including:

- The effort began with a clear definition of problems, goals, evaluation needs, and questions.
- The effort established consensus principles with shuttle sector members, such as safety and priority for Muni operations, and served as the foundation of the policy.
- Private shuttle operators' need for reliable and safe loading zones led them to apply for permits.

Challenges to the establishment of the pilot program included:

- Reaching agreement with the private shuttle sector about sharing operational data with the SFMTA, which is a critical component of the program and will allow the SFMTA to better understand shuttle operations, monitor participants' compliance and address problems. This became one of the terms of the permits.
- Establishing a network that minimizes impacts on Muni while leveraging existing Muni zones.

## ONGOING AND NEXT STEPS

The purpose of the pilot program is to test an approach to manage and regulate commuter shuttle loading activities, and to measure the effectiveness of this approach. The SFMTA is conducting a thorough evaluation of the pilot program, including before- and during-pilot observations of select zones, auditing GPS data of shuttle operations, analyzing feedback, tracking citation and collision reports, and tracking actual costs to answer the following questions:

- Does managing commuter shuttles by allowing sharing at certain Muni stops reduce conflicts for Muni and other users?
- What enforcement is needed to effectively regulate shuttles, given a permit program framework?
- What are the actual labor and capital needs to accommodate commuter shuttles within San Francisco?

Findings from this 18-month pilot program will inform a longer-term proposal for managing commuter shuttles in San Francisco.

## CONTACT US

For more information about the Commuter Shuttles Pilot, visit <http://www.sfmta.com> or contact Carli Paine at 415.701.4469 or [carli.paine@sfmta.com](mailto:carli.paine@sfmta.com).

For more information about the TDM Partnership Project, visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact Ryan Greene-Roesel at 415.522.4808 or [ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org).

**San Francisco County Transportation Authority**

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Attn: TDM Partnership

## FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K sales tax, and the Transportation Fund for Clean Air.



## Fact Sheet



# TDM Interagency Strategy

Infrastructure alone (bicycle lanes, sidewalks, and transit) is not sufficient to achieve the City's goals for increasing the share of trips made by biking, walking, and riding mass transit. Transportation Demand Management (TDM) strategies that reduce drive-alone trips and increase overall regional mobility are also needed.

The TDM Partnership, an effort of the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department (DCP), and SF Environment (SFE), jointly developed and coordinated a strategy to ensure an effective approach to TDM in San Francisco. The Interagency TDM Strategy identifies shared goals and priority activities for the coming five years.

## APPROACH

The TDM Partnership began by analyzing the current policies, programs, and practices that make up TDM in San Francisco now. It then reviewed the universe of potential TDM efforts. Staff completed a literature review and interviews with TDM experts from across the country to identify the most promising TDM measures. Examples of assessed TDM measures included pricing policies, HOV lanes, employer and residential outreach programs, bulk transit passes, parking management, carsharing, bikesharing, and others.

As part of the analysis, the team also analyzed the major sources of single occupant vehicle travel in San Francisco. Findings suggest that San Francisco residents' and employees' commute trips generate the most single-occupancy vehicle driving trips in San Francisco (approximately 200 million single-occupant commute trips annually). Because regional commuting occurs within congested periods and locations, this compounds its environmental effects and impacts the most congested transit routes.

## WHY SAN FRANCISCO NEEDS TDM

A robust suite of TDM measures is critical to support sustainable trip-making to achieve San Francisco's clean air and climate change goals. Measures are also needed to address the transportation system challenges associated with planned population and employment growth.

## TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.



*The Interagency TDM strategy recommends the initiation of a comprehensive neighborhood-based residential and employer program.*



*The Interagency TDM Strategy recommends implementing a TDM framework for growth to reduce single-occupancy trips associated with new development.*

## RESULTS

San Francisco residents' and employees' commute trips are the most significant generator of single-occupancy vehicle driving, and usually occur at peak congestion times periods and locations, compounding impacts on crowded transit routes and air pollution.

The TDM Partnership compared effectiveness, impact, and cost of scored TDM measures and identified priority policies, programs, and enforcement measures for San Francisco. These include existing measures that may be expanded, innovative pilot projects, and new practices. Overall, regulatory policies and pricing (e.g. parking pricing, congestion pricing) were found to be the most cost effective TDM measures. The analysis also revealed several gaps and opportunity areas for San Francisco's TDM programs, described below.

## RECOMMENDATIONS

- **Speak in a unified voice.** San Francisco's TDM programs have historically been isolated; agencies should coordinate to present a unified program and brand.
- **Programs should be comprehensive.** Reinforce desired travel behavior changes through multiple channels, including residences and worksites.
- **Provide high-quality, user-friendly transportation options.** Effective TDM programs rely on alternatives to the automobile and transit capacity constraints must be addressed.
- **TDM programs and services should be supported by strong, enforceable policies.** Continue to study or pilot policies such as congestion or parking pricing to gauge support for ongoing implementation.
- **Enforce existing and future regulation.** Enforcing existing developer TDM commitments is critical for the future.
- **Pursue comprehensive, systematic evaluation and report on the effectiveness of city TDM programs.** Begin a bi-annual, outcomes-based evaluation of city TDM programs.
- **Prioritize new ideas for projects or programs.** The TDM Interagency Strategy outlined a five-year program, with recommendations grouped according to priority: core (essential), priority, and supportive.



Inter-Agency  
Transportation Demand Management  
Strategy

The Interagency Transportation Demand Strategy is available upon request.

## CONTACT US

For more information, contact John Knox White at 415.701.4473 or [john.knoxwhite@sfmta.com](mailto:john.knoxwhite@sfmta.com)

## FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



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# Memorandum

**Date:** 09.23.15

**RE:** Citizens Advisory Committee  
September 30, 2015

**To:** Citizens Advisory Committee

**From:** Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

**Subject:** **INFORMATION** – Update on One Bay Area Grant Program Cycle 2 Proposal

## Summary

The Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) program directs federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funding to projects and programs that support the transportation and land use goals of Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy. OBAG is comprised of regional programs administered by MTC and local formula-based programs administered by the Congestion Management Agencies (CMAs), e.g. the Transportation Authority for San Francisco. MTC adopted the OBAG Cycle 1 framework in May 2012. Since we are nearing the end of the 5-year program MTC recently released a draft proposal for how to distribute OBAG Cycle 2 funds for Fiscal Years 2017/18 – 2021/22 (see Attachment 1). The current proposal would maintain the structure of the OBAG Cycle 1 program, adjust program shares to reflect a lower revenue estimate, and make other revisions. We propose to continue our strong support for the overall OBAG program, and for the following Cycle 2-specific points, we propose to: 1) support additional incentives for producing (vs. planning for) housing, in particular affordable housing as proposed by MTC staff; 2) support efforts to use OBAG to address displacement issues in a meaningful way; and 3) ask MTC to take a more transparent and inclusive approach for its regional operations programs, in particular freeway-related programs. These objectives are consistent with our draft Plan Bay Area advocacy goals and objectives, which are the subject of a separate item on the September CAC agenda. We will continue to work with our partner agencies, other San Francisco stakeholders, Bay Area CMAs, and MTC staff to advance our OBAG advocacy as MTC works to refine its proposal through its intended adoption in November 2015. We are seeking input from the Citizens Advisory Committee.

## BACKGROUND

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework (Fiscal Year (FY) 2012/13 to 2015/16) for programming federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds. This was the first effort to better integrate the region's transportation program with California's climate law and the Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy (SCS). OBAG Cycle 1 established funding commitments and policies for various regional and county programs to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs) and increased programming flexibility for local agencies.

Through the OBAG Cycle 1 County Program the Transportation Authority programmed \$38.8 million (11.7% share of the regional County Program) for CMA Planning activities and seven competitively selected projects. We presented a status update on the OBAG Cycle 1 projects at the September 2 CAC meeting.

## DISCUSSION

The purpose of this memorandum is to provide an overview of MTC's latest OBAG Cycle 2 draft proposal, to outline our proposed advocacy as MTC works toward adoption of the Cycle 2 proposal in November 2015, and to seek input from the Citizens Advisory Committee (CAC). In July 2015, MTC brought its draft OBAG Cycle 2 framework (FYs 2017/18 to 2021/22) to its Programming and Allocations Committee as an information item. Page 7 of MTC's memo (Attachment 1) provides a table that compares Cycle 1 and 2 by each constituent program. MTC's proposal carries forward the major features of OBAG Cycle 1 and proposes minor refinements as highlighted in sections below.

The OBAG program as a whole faces a 3% decline in revenues (from \$827 million to \$796 million for the five year grant cycle) due to federal budgetary constraints. Consequently, MTC staff is not recommending any new programs and has proposed to either maintain or reduce funding levels for existing programs, with the exception of funding modest increases for regional planning activities (to account for escalation) and for the Priority Conservation Area (PCA) grant program. In general, MTC has made an effort to share the pain of the revenue cuts among local and regional categories and to provide additional flexibility to CMAs by consolidating locally managed programs into the County Program.

As the OBAG framework translates Plan Bay Area's long-range targets and priorities into specific funding recommendations, our OBAG advocacy (detailed below) reflects our proposed San Francisco's goals and objectives for Plan Bay Area 2040, which is the subject of a separate agenda item at the September 30 CAC meeting.

1. **Adjust the OBAG County Program formula to reward counties that produced (versus just planned) a greater share of housing, especially affordable housing.** MTC staff is recommending changing the County Program formula to give more weight to past housing production and affordable housing share. The modified formula would increase San Francisco's share of the overall OBAG County Program from 11.7% to 12.7% and make San Francisco the only county seeing an increase in funding between cycles (from \$43.5 million to \$45.2 million) despite the reduction in total OBAG program-wide funding, reflecting San Francisco's excellent housing production record, including affordable housing, between 2007 and 2014. MTC staff is developing other potential formula options in response to commissioner direction, but they generally all move in a direction that benefits San Francisco.

This seems to be the most controversial of the changes MTC is proposing. North Bay CMAs disagree with the proposed formula as they feel penalized for having to bear the disproportionately negative impact of the recent recession on their housing production and argue that their county shares should remain at the same level as prior cycles. At the other end of the spectrum, advocates have expressed a desire to see even a stronger link between housing production and the distribution of County Program funds. MTC has attempted to address their concerns by adding pre-recession years (1999-2006) to the housing production period while giving a greater weight to the housing production in more recent years (2007-2014), as reflected in the currently proposed formula. We believe MTC's adjustment strikes an appropriate balance among each party's needs.

2. **Link OBAG funding to affordable housing and anti-displacement policies, as appropriate.** Displacement and housing affordability are the focus of planning and policy discussions across the region. Some MTC Commissioners and advocates have expressed a desire to link OBAG Cycle 2 County Program funds to anti-displacement policies and programs, similar to the OBAG Cycle 1's conditioning of funding on local jurisdictions' adoption of a Complete Streets policy. We have also heard suggestions of using Regional PDA Planning funds to support anti-displacement planning and policy work. We support using transportation funding to leverage the adoption of anti-displacement and affordable housing policies, but encourage that it be done thoughtfully given limited OBAG revenues (federal fund projections are on the decline) and because such a proposal will prove controversial across the region. For example, representatives of less urban areas have expressed concern that anti-displacement policies that are appropriate for a city like San Francisco are inappropriate for smaller jurisdictions and/or places still dealing with significant numbers of foreclosures. Representatives and advocates across the board have also expressed concern over MTC's proposed methodology.
3. **Develop a transparent and inclusive Regional Operations Program to address operations needs across the region, including San Francisco.** MTC has assigned almost 40% of regional programming capacity to the Regional Operations Program, which includes the Freeway Performance Initiative, Transportation Management System, and a few regionwide coordination efforts (e.g. Incident Management, 511 and Rideshare). However it is unclear how projects will be prioritized for funding within these subprograms. For Cycle 2, we ask MTC to make the project selection process more transparent and inclusive, and share a clear scope, schedule and objectives for the subprograms. In addition to increasing transparency, MTC should seek local input as early in the process as possible. Lastly, we encourage MTC to pursue a multi-modal approach to solving freeway capacity issues and consider funding an express bus network as part of this category.
4. **Prioritize the Transit Priorities Program for any additional federal revenues.** This program includes the Transit Capital Priorities and Transit Performance Initiatives programs – both of which provided significant support for San Francisco's transit operators in Cycle 1 - as well as Clipper and BART cars. Funding for the Transit Priorities Program is proposed to decrease from \$201 million to \$192 million in OBAG 2 due to the declining federal revenue forecasts. Given the importance of investing in transit state of good repair and core capacity improvements to support the goal of focusing growth in PDAs, we would like MTC to prioritize these programs for any additional revenue the region secures over the OBAG Cycle 2 period.

**Next Steps:** To give staff extra time to address the concerns of local jurisdictions and other stakeholders, MTC Commission approval is now anticipated in November 2015, a one month delay from the timeline shown on page 9 of Attachment 1. We will continue to work with our partner agencies, San Francisco stakeholders, other CMAs, and MTC staff to advance San Francisco's OBAG objectives, which we believe present a balanced approach to strengthen the impact of this important program. Our input is still quite relevant as we expect MTC staff and the Commission to refine the proposal before it is approved. Once MTC has approved the OBAG 2 proposal, we will release a call for projects for San Francisco's County Program share of funding, likely in early to mid-2016.

## ALTERNATIVES

None. This is an information item.

## FINANCIAL IMPACTS

None. This is an information item.

## **RECOMMENDATION**

None. This is an information item.

Attachment:

1. OBAG Cycle 2 Proposal to MTC's Programming and Allocations Committee, July 8, 2015

## Metropolitan Transportation Commission Programming and Allocations Committee

July 8, 2015

Agenda Item 5a

### One Bay Area Grant Program Cycle 2 Proposal

**Subject:** Proposal for Cycle 2 of the One Bay Area Grant Program (OBAG 2) outlining principles for changes, program funding levels, and policy revisions.

**Background:** The Commission adopted the inaugural OBAG Program in May 2012. OBAG provides funding to regional programs and to the county congestion management agencies (CMAs) for local decision making that advances the objectives of *Plan Bay Area*. OBAG supports *Plan Bay Area*, the region's Long Range Plan / Sustainable Communities Strategy (SCS), by directing investments to the region's priority development areas, rewarding housing production, and providing a larger and more flexible funding program to deliver transportation projects. Owing to the successful outcomes of this program, outlined in the "One Bay Area Grant Report Card" presented to the MTC Planning Committee in February 2014, staff proposes a continuation of the major features of the program for five years (FY 2017-18 through FY 2021-22). Notable recommended changes include the following:

- Compared to OBAG 1, OBAG 2 overall revenues drop 3% from \$827 million to \$796 million due to federal budgetary constraints. Consequently staff recommends no new programs, to strike a balance between the various transportation needs that were funded in OBAG 1. Reductions are borne equally by the regional and county programs, and the funding split between the regional and county programs remains the same as in OBAG 1.
- The OBAG 2 county distribution formula is proposed to be revised slightly to further weight past housing production against future RHNA housing commitments, with affordable housing shares within each of these categories increased by 10%. The proposed formula is: Population 50%; Housing Production 30%; and Housing RHNA 20%, with housing affordability at 60%. The formula under OBAG 1 was: 50%, 25%, 25% and 50% respectively. Further, OBAG 2 is based on housing data over a longer time frame, including data from two RHNA cycles (1999-2006, and 2007-2015), to smooth out the dramatic effects of the Great Recession on housing construction.
- The complete streets requirement for jurisdictions as a condition of funding is proposed to be revised. Those jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

The attached memorandum and presentation contain additional information. Staff seeks the Committee's feedback on the proposed framework.

**Issues:** None

**Recommendation:** Information Item.

**Attachments:** Memorandum including attachments  
Stakeholder Letter regarding increased Priority Conservation Area funding  
Power Point Presentation



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TRANSPORTATION  
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## *Memorandum*

TO: Programming and Allocations Committee

DATE: July 8, 2015

FR: Executive Director

RE: One Bay Area Grant Program Cycle 2 Proposal

### **Background**

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG supports *Plan Bay Area*, the region's SCS by incorporating the following program features:

- Targeting project investments into the region's Priority Development Areas (PDA)
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and subsequently permit such housing
- Supporting open space preservation in Priority Conservation Areas (PCA)
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card", which was presented to the MTC Planning Committee in February 2014

([http://files.mtc.ca.gov/pdf/OBAG\\_Report\\_Card.pdf](http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf)).

OBAG 1 projects are nearing completion and there are now two years remaining of the OBAG 1 cycle (FY 2012-13 through FY 2016-17); therefore, it is time to discuss the upcoming funding cycle (OBAG 2) with stakeholders and MTC commissioners. This will provide sufficient lead time for regional program managers and county Congestion Management Agencies (CMAs) to design programs and select projects to use funds in a timely manner within the OBAG 2 five-year period (FY 2017-18 through FY 2021-22).

### **Recommendations**

Considering the positive results achieved to-date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that are guiding the proposed program revisions:

**1. Maintain Realistic Revenue Assumptions:**

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2 percent annual escalation rate above current federal revenues is assumed, consistent with the recent mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2 percent escalation, revenues for OBAG 2 are 3% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

**2. Support Existing Programs and maintain Regional Commitments as Recognizing Revenue Constraints:**

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$796 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs that were supported in OBAG 1.

- The regional pot of funding decreases by 3%. With the exception of regional planning activities (to account for escalation) and the Priority Conservation Area (PCA) program, funding programs are either maintained or decreased from their OBAG 1 funding levels.
- The OBAG 2 county program decreases by 3% with largely the same planning and project type activities proposed to be eligible.

The proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 fund cycle.

**Table 1. Proposed OBAG 2 Funding**

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
<b>Regional Planning Activities</b>	\$10
<b>Pavement Management Program</b>	\$9
<b>Regional PDA Planning and Implementation</b>	\$20
<b>Climate Initiatives</b>	\$22
<b>Priority Conservation Area Program</b>	\$16
<b>Regional Operations Programs</b>	\$173
<b>Transit Priorities Program</b>	\$192
<b>County CMA Program</b>	\$354
<b>OBAG 2 Total</b>	<b>\$796</b>

**3. Support the Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals:**

A few changes to policies are proposed for OBAG 2, which have worked well in OBAG 1. (See also Attachment 2)

- PDA Investment targets stay at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.

- PDA Investment Growth Strategies, now fully completed, should play a stronger role in guiding the County CMA project selection and be aligned with the countywide plan update cycle.

**Table 2. OBAG Distribution Factors**

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

- The county OBAG 2 distribution formula is revised to further weight past housing production against future RHNA housing commitments, and affordable housing shares within each of these categories will be increased by 10% (see Table 2 above). Also the OBAG 2 county fund distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70 percent) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 4 on next page). Lastly, the recommended OBAG 2 fund distribution includes adjustments to ensure that a CMA's base planning is no more than 50% of the county's total. The resulting fund distributions to the county congestion management agencies are presented in Table 3 below.

**Table 3. Comparison of Funding Distributions of OBAG 1 and Proposed OBAG 2**

County	OBAG 1 Actual (\$millions)		OBAG 2 Base Formula (\$millions)		OBAG 2 Proposed with Adjustments* (\$millions)	
Alameda	\$73.4	19.7%	\$64.5	20.8%	\$71.5	20.2%
Contra Costa	\$52.9	14.3%	\$42.8	13.1%	\$48.1	13.6%
Marin	\$12.3	3.3%	\$8.3	2.5%	\$10.0	2.8%
Napa	\$8.7	2.3%	\$4.7	1.4%	\$7.6	2.2%
SF	\$43.5	11.7%	\$43.3	14.4%	\$45.2	12.7%
San Mateo	\$31.2	8.3%	\$26.7	8.6%	\$30.0	8.5%
Santa Clara	\$101.4	27.4%	\$89.9	28.7%	\$98.4	27.8%
Solano	\$22.1	5.9%	\$15.5	4.6%	\$18.4	5.2%
Sonoma	\$26.9	7.2%	\$20.3	5.9%	\$25.2	7.1%
<b>Totals</b>	<b>\$372.4</b>	<b>100.0%</b>	<b>\$316.0</b>	<b>100.0%</b>	<b>\$354.2</b>	<b>100.0%</b>

\*Final Adjustments to program include

- Final CMA distribution adjusted so that a CMA's base planning is no more than 50% of total.
- Safe Routes to Schools no longer a stand-alone regional program but now incorporated in the county share.
- Rural road allowance to all counties per statute with the exception of San Francisco which has no such roads.

Note that the changes to county shares in OBAG 2 compared to OBAG 1 are largely due to changes in housing production between the 1999-2006 period used in OBAG 1 and 2007-2014 added used in OBAG 2, as shown below. Population and RHNA factors only had slight changes.



**Table 4. Housing Production Trends**

County	Total Housing Production <sup>1</sup>			
	1999-2006		2007-2014	
Alameda	31,356	17.2%	17,528	16.3%
Contra Costa	32,319	17.7%	15,031	14.0%
Marin	4,951	2.7%	1,387	1.3%
Napa	4,233	2.3%	1,330	1.2%
San Francisco	17,439	9.6%	16,449	15.3%
San Mateo	9,286	5.1%	6,541	6.1%
Santa Clara	48,893	26.8%	39,509	36.8%
Solano	15,435	8.5%	4,482	4.2%
Sonoma	18,209	10.0%	5,242	4.9%
<b>Totals</b>	<b>18,2121</b>	<b>100.0%</b>	<b>17,499</b>	<b>100.0%</b>

<sup>1</sup>OBAG 1 Total housing production numbers are based on the number of permits issued from 1999-2006, but the numbers have been capped to RHNA allocations.

OBAG 2 Total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

**4. Continue Flexibility and Local Transportation Investment Decision Making:**

OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAAs for local decision-making. Also, two regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.

**5. Cultivate Linkages with Local Land-Use Planning:** As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as separately required by state law. Those jurisdictions that have not updated their general plan circulation element after 2010 to meet the State's Complete Streets Act (2008) requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so. (See Attachment 2.)

**6. Continue Transparency and Outreach to the Public Through-out the Project Selection Process:** CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

### **Outreach and OBAG 2 Development Schedule**

MTC staff to date has made presentations to the Policy Advisory Council, the Partnership Technical Advisory Committee and associated working groups. Comments are summarized in Appendix 1, and revisions have been made to the proposal before you as a result of stakeholder feedback. After MTC staff receives additional direction from the Programming and Allocation Committee on the OBAG 2 framework, staff will return to these groups to provide outreach and to work with stakeholders to discuss any remaining issues as well as finalize OBAG 2 programming policies and procedures for program implementation. The final OBAG 2 Program is anticipated to be presented to the Commission in October for adoption, which will subsequently kick off the CMAs' project solicitation process. (See Attachment 3 for full schedule.)

### **Other Noted Program Revisions**

**Regional Safe Routes to School (SRTS) Program:** In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected apportionments. After closing those shortfalls, the balance was directed to continue time critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking consensus from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million. Staff will bring back the programming action to the Commission this fall. For OBAG 2, recommended funding levels for the program are \$5 million per year (\$25 million total).

**Available OBAG 1 Funding from Bikeshare Program:** With the transition of the Bikeshare program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to Bikeshare are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

Staff seeks feedback on this proposed use of the savings, and would return to the Commission in the fall for approval to program the funds. MTC staff is looking forward to discussing the next cycle of OBAG with the Committee.



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Steve Heminger

Attachments

SH: CG

OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs – REDUCE by 3%			(millions)
<b>1. Regional Planning Activities</b>			
<ul style="list-style-type: none"> <li>Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1</li> </ul>	\$8	\$10	
<b>2. Pavement Management Program</b>			
<ul style="list-style-type: none"> <li>Maintain PMP implementation and PTAP at OBAG 1 funding level</li> </ul>	\$9	\$9	
<b>3. PDA Planning and Implementation</b>			
<ul style="list-style-type: none"> <li>Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels</li> </ul>	\$20	\$20	
<b>4. Climate Initiatives Program</b>			
Continue climate initiatives program to implement the SCS	\$22	\$22	
<b>5. Priority Conservation Area (PCA)</b>			
<ul style="list-style-type: none"> <li>Increase OBAG 1 Programs: \$8M North Bay &amp; \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy</li> <li>\$6.4M redirected from OBAG 1 regional bicycle sharing savings.</li> <li>Reduce match requirement from 3:1 to 2:1.</li> <li>MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects.</li> </ul>	\$10	\$16	
<b>6. Regional Operations</b>			
<ul style="list-style-type: none"> <li>Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare</li> <li>Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding</li> </ul>	\$184	\$173	
<b>7. Transit Priorities Program</b>			
<ul style="list-style-type: none"> <li>BART Car Phase 1</li> <li>Clipper Next Generation System</li> <li>Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI)</li> </ul>	\$201	\$192	
	<b>\$454</b>	<b>\$442</b>	
Local Programs			
❖ <b>Local PDA Planning</b>			
Eliminate Local PDA Planning as a separate program.			
<ul style="list-style-type: none"> <li>PDA planning eligible under County program.</li> </ul>	\$20	-	
❖ <b>Safe Routes to School (SRTS)</b>			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions.			
<ul style="list-style-type: none"> <li>Maintain Safe Routes to School – Add to county shares.</li> <li>Use FY 2013-14 K-12 school enrollment formula</li> <li>\$25M minimum not subject to PDA investment requirements.</li> <li>Counties may opt out if they have their own county SRTS program</li> </ul>	\$25	-	
❖ <b>County Federal-Aid Secondary (FAS)</b>			
Managed by CMAs. Provide FAS funding to Counties.			
<ul style="list-style-type: none"> <li>Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied.</li> <li>\$13M guaranteed minimum not subject to PDA investment requirements</li> </ul>	-	-	
	<b>\$45</b>	<b>-</b>	
County CMA Programs – REDUCE by 3%			
❖ <b>County CMA Program</b>			
<ul style="list-style-type: none"> <li>Local PDA Planning optional through CMA County OBAG Program</li> <li>SRTS included in County OBAG program (use K-12 school enrollment formula)</li> <li>FAS included in County OBAG program (use FAS formula)</li> <li>Adjustment to ensure county planning is no more than 50% of total amount</li> <li>CMA Planning Base with 2.0% annual escalation from final year of OBAG 1</li> <li>County CMA 40% base OBAG program (not including CMA Planning Base)</li> </ul>	-	-	
	-	\$25	
	-	\$13	
	-	\$1	
	\$36	\$39	
	\$291	\$276	
	<b>\$327</b>	<b>\$354</b>	
<b>Program Total</b>	<b>\$827</b>	<b>\$796</b>	

## OBAG 2 County Program Considerations

### ❖ County Generation Formula

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Adjust county generation formula. Maintain population weighting factor while increasing housing production weighting factor, with housing affordability (very low and low) increased in weighting within both the Housing Production and RHNA.
- Consider housing production over a longer time frame, between 1999 & 2006 (weighted 30%) and between 2007 and 2014 (weighted 70 percent).

### OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

### ❖ Housing Element

- HCD Certified Housing element by May 31, 2015

### ❖ General Plan Complete Streets Act Update Requirements

- For OBAG 1, jurisdictions required to have either a complete streets policy resolution **or** a general plan that complied with the complete streets act of 2008 as January 31, 2013.
- For OBAG 2 jurisdictions are currently required to have the general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016.

For OBAG 2, modify the requirement for funding:

- Resolution **or** Plan (somewhat similar to OBAG 1): Jurisdictions must have either a complete street policy resolution **or** a circulation element of the general plan updated after 2010 that complies with the Complete Streets Act. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of OBAG 2 requirements.

### ❖ PDA Investment and Growth Strategy

- Currently OBAG requires an annual update of the PDA investment and growth strategy. For OBAG 2, require an update every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform RTP development decisions. The interim report addresses needed revisions and provides an activity and progress status.

### ❖ Public Participation

- Continue using the CMA self-certification approach and alter documentation submittal requirements to require CMA memorandum encompassing three areas: outreach, coordination and Title VI.

July 8, 2015

Attachment 3

<b>OBAG 2 Tentative Development Schedule</b>	
<b>May-June 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Outreach</b> <ul style="list-style-type: none"> <li>• Refine proposal with Bay Area Partnership and interested stakeholders</li> <li>• Policy Advisory Council / ABAG</li> </ul> </li> </ul>	
<b>July 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Present Approach to Programming and Allocation Committee (PAC)</b> <ul style="list-style-type: none"> <li>• Outline principles and programs for OBAG 2</li> <li>• Approve complete streets requirement</li> </ul> </li> </ul>	
<b>July-September 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Outreach</b> <ul style="list-style-type: none"> <li>• Finalize guidance with Bay Area Partnership and interested stakeholders</li> <li>• Policy Advisory Council</li> </ul> </li> </ul>	
<b>October 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Commission Approval of OBAG 2 Procedures</b> <ul style="list-style-type: none"> <li>• October Programming &amp; Allocations Committee (PAC)</li> <li>• Commission approval of OBAG 2 procedures &amp; guidance</li> </ul> </li> </ul>	
<b>December 2015 - September 2016</b>	
<ul style="list-style-type: none"> <li>• <b>CMA Call for Projects</b> <ul style="list-style-type: none"> <li>• CMAs develop county programs and issue call for projects</li> <li>• CMA project selection process</li> <li>• County OBAG 2 projects due to MTC (September 2016)</li> </ul> </li> </ul>	
<b>December 2016</b>	
<ul style="list-style-type: none"> <li>• <b>Commission Approval of OBAG 2 Projects</b> <ul style="list-style-type: none"> <li>• Staff review of CMA project submittals</li> <li>• Commission approves regional programs &amp; county projects</li> </ul> </li> </ul>	<p><b>NOTE:</b> 2017 TIP Update: December 2016</p>
<b>February 2017</b>	
<ul style="list-style-type: none"> <li>• <b>Federal TIP</b> <ul style="list-style-type: none"> <li>• TIP amendment approval</li> </ul> </li> </ul>	
<b>October 2017</b>	
<ul style="list-style-type: none"> <li>• <b>First year of OBAG 2 (FY 2017-18)</b> <ul style="list-style-type: none"> <li>• On-going planning and non-infrastructure projects have access to funding</li> </ul> </li> </ul>	<p><b>NOTE:</b> Plan Bay Area Update: Summer 2017</p>
<b>October 2018</b>	
<ul style="list-style-type: none"> <li>• <b>Second year of OBAG 2 (FY 2018-19)</b> <ul style="list-style-type: none"> <li>• Capital projects have access to funding</li> </ul> </li> </ul>	
<b>END</b>	