



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, March 23, 2016; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: Christopher Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Jacqueline Sachs and Peter Tannen

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|------|----|---|----|
| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:05 | 2. | Chair's Report – INFORMATION | |
| 6:10 | | Consent Calendar | |
| | 3. | Approve the Minutes of the February 24, 2016 Meeting – ACTION* | 5 |
| | 4. | State and Federal Legislative Update – INFORMATION* | 13 |

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. At its February 9 meeting, the Finance Committee recommended the following new positions: support/sponsor position on Assembly Bill (AB) 2374 (Chiu), support positions on AB 1677 (Ting), AB 1886 (McCarty), AB 2034 (Salas), AB 2126 (Mullin), AB 2289 (Frazier), Senate Bill (SB) 1066 (Beall), and SB 1128 (Glazer); oppose positions on AB 1768 (Gallagher), AB 1866 (Wilk), AB 1964 (Bloom), AB 2049 (Melendez), and SB 1259 (Runner); and a watch position on AB 1550 (Gomez).

5. Citizens Advisory Committee Appointments – INFORMATION

The Plans and Programs Committee will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its April 19 meeting. The vacancy is the result of the resignation of Wells Whitney. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

End of Consent Calendar

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|------|----|---|----|
| 6:20 | 6. | Adopt a Motion of Support for Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION* | 57 |
|------|----|---|----|

As summarized in Attachments 1 and 2, we have six requests totaling \$1,994,954 in Prop K and AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority are requesting a total of \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for the Pedestrian Safety in SOMA Youth and Family Zone project. The SFMTA will use \$48,000 of the NTIP funds to obtain community input to inform the Folsom-Howard Streetscape Project. The Transportation Authority will use \$52,000 of the NTIP funds to develop recommendations for improving safety at three to five ramp intersections within the Zone. The SFMTA has also requested \$491,757 in Prop AA funds for design work to upgrade up to 25 painted safety zones to permanent bulb-outs on Pedestrian High Injury

CAC Meeting Agenda

Corridors throughout the city and \$163,358 in Prop AA funds for construction of the Mansell Corridor Improvement project. San Francisco Public Works has requested \$1,029,839 in Prop AA funds for construction of phase four of Chinatown Broadway Street Improvements. Finally, we are requesting \$210,000 in Prop K funds for the Treasure Island Mobility Management Program for design engineering and environmental activities through Fiscal Year 2016/17 related to the implementation of congestion pricing and related transportation improvements on the Island.

6:40 7. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600 – ACTION* 157

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2015, through Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2015/16 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2015/16 Budget be amended as shown in Attachment A.

7:00 8. Update on Plan Bay Area (PBA) 2040 – INFORMATION

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the region's legislatively-mandated Regional Transportation Plan/Sustainable Communities Strategy that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015 the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. Since then the agencies have adopted goals and performance measures, ABAG has been developing draft growth scenarios and MTC has been evaluating how the largest of the nominated projects perform in moving the region toward its targets, including modeling the projects' costs and benefits. At the March Citizens Advisory Committee (CAC) meeting, we will provide a brief update on PBA and a look ahead at related items we anticipate bringing before the CAC, Plans and Programs Committee and Board as MTC and ABAG move toward adoption of the final preferred scenario, anticipated this September.

7:15 9. 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.

7:20 10. Public Comment

7:30 11. Adjournment

* Additional materials

Next Meeting: April 27, 2016

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 11th Street.

CAC Meeting Agenda

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

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

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



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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 24, 2016

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:03 p.m.

CAC members present were Myla Ablog, Brian Larkin, John Larson, John Morrison, Jacqueline Sachs, Peter Sachs and Peter Tannen.

Transportation Authority staff members present were Ryan Greene-Roesel, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn, and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Waddling reported that staff was working with the San Francisco Municipal Transportation Agency (SFMTA) to organize a tour of the Transportation Management Center for CAC members. He said that there would be updates on the Late Night Transportation Study and the new Golden State Warriors arena in March or April.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the January 27, 2016 Meeting – ACTION

4. State and Federal Legislative Update – INFORMATION

5. Citizens Advisory Committee Appointments – INFORMATION

Peter Tannen asked why the recommendation in the legislation matrix was to oppose Assembly Bill 1641 and Assembly Bill First Extraordinary Session 25 related to employer shuttles. Maria Lombardo, Chief Deputy Director, replied that after Board debate on the topic, there was an 8-3 vote to oppose the bills. She said that the bills appeared to clarify that local jurisdictions had the authority to determine whether a corporate shuttle could use a transit stop at a curb. She explained that a somewhat simplified answer was that those in favor of a watch position on the bills generally argued that San Francisco already had the authority that the bills would grant, making them unnecessary at best, while those opposed to the bills argued that they were not nuanced enough to capture all the ways that the city's shuttle program attempted to mitigate local concerns and could undermine those efforts in San Francisco and elsewhere in the state.

There was no public comment on the Consent Calendar.

Peter Sachs moved to approve the Consent Calendar, seconded by Peter Tannen.

The Consent Calendar was approved by the following vote:

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

Absent: CAC Members Hogue and Lerma

End of Consent Calendar

6. **Adopt a Motion of Support for the Approval of the 2016 Prop AA Call for Projects Programming Recommendations Totaling \$2,192,934 for Five Projects and Amendment of the Prop AA Strategic Plan – ACTION**

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

Peter Sachs asked why the recommended amount for the Muni Bus Layover Area at BART Daly City Station project was higher than the recommended amount for the Bulb-Outs at Walk First Locations project, even though it received a lower score. Mr. Pickford responded that different criteria were used to score projects in different Prop AA categories, and that the total score possible in the Transit Reliability and Mobility Improvements category was lower than the total score possible in the Pedestrian Safety category.

Peter Tannen said that he hiked and biked in Maclaren Park and thought that the Mansell Corridor Improvement project was a great project. Mr. Tannen asked if there was funding included in the Bulb-Outs at Walk First Locations project for streetscape elements, such as benches or landscaping. Craig Raphael, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), responded that SFMTA had prioritized funding to construct as many bulb-outs as possible because safety was the primary goal of the project. Mr. Raphael added that it was possible for streetscape elements to be included at certain locations, but that it was not the highest priority.

During public comment, Aaron Goodman noted that there were many pedestrian safety projects being planned and implemented in downtown areas, but not in the outer areas of the city, especially around schools and high transfer areas for transit. He said that there was an equity issue in the geographic distribution of pedestrian safety projects, and that the area around the Balboa Park BART station should be a priority area for pedestrian safety improvements. Mr. Goodman further asked why red transit only lanes do not extend all the way to the Daly City BART station for the 14-Mission Muni line. Mr. Raphael responded that there was a second phase of the project to implement rapid network transit priority red lanes on the southern half of the 14-Mission.

Edward Mason asked if Prop AA funding for the Broadway Chinatown Streetscape Improvements project was being used to fund street trees. Anna LaForte, Deputy Director for Policy and Programming, responded that as a stand-alone item, street trees were not eligible for Prop AA funding but that they were eligible as an element of a complete streets project. David Froehlich, Project Manager at San Francisco Public Works, stated that other funds were being used within the Broadway Chinatown Streetscape Improvements project for street trees.

Chair Wadding severed the Prop AA Transit Reliability and Mobility Improvement Category programming recommendations for separate consideration to avoid a conflict of interest with the Muni Bus Layover Area at BART Daly City Station.

John Larson moved to support the approval of the Prop AA Pedestrian Safety Category programming recommendations, seconded by Peter Tannen.

The Pedestrian Safety Category programming recommendations were approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Tannen and Wadding

Absent: CAC Members Hogue and Lerma

Peter Tannen moved to approve the Prop AA Transit Reliability and Mobility Improvement Category programming recommendations, seconded by John Larson.

The Transit Reliability and Mobility Improvement Category programming recommendations were approved by the following vote:

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

Abstain: CAC Member Waddling

Absent: CAC Members Hogue and Lerma

7. Adopt a Motion of Support for the Allocation of \$10,975,410 in Prop K Funds and \$794,980 in Prop AA Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Peter Sachs asked if the Muni Bus Layover Area at BART Daly City Station project provided space for three Muni buses to layover, and if the \$507,980 in recommended funding was for striping or other work. Mr. Pickford responded that the recommended funding amount would include striping and pavement improvements to support the weight of the buses.

John Larson asked if the Elevator Safety and Reliability Upgrades project involved a total replacement of elevators, and if the elevators would be out of service during the upgrade. Craig Raphael, Transportation Planner at the San Francisco Municipal Transportation Agency, responded that the project did not involve a full replacement of elevators, but rather a major component overall to extend the useful lives of elevators. Mr. Raphael added that he would follow up on the length of time that elevators would be out of service.

Chair Waddling severed the allocation funds requested by BART for Muni Bus Layover Area at BART Daly City Station for separate consideration in order to avoid a conflict of interest.

Peter Sachs moved to support the allocation funds requested by BART for Muni Bus Layover Area at BART Daly City Station, seconded by Myla Ablog.

The allocation funds requested by BART were approved by the following vote:

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

Abstain: CAC Member Waddling

Absent: CAC Members Hogue and Lerma

Brian Larkin moved to approve the remaining allocations recommended by staff, seconded by Jacqueline Sachs.

The underlying item was approved by the following vote:

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

Absent: CAC Members Hogue and Lerma

8. Adopt a Motion of Support for Approval of the Improving West Side Access Strategic Analysis Report – ACTION

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

Jacqueline Sachs asked if the West Side Strategic Analysis Report took into consideration commute times not during morning or afternoon peak periods, and suggested that off-peak commute hours should be considered in the study. Ms. Greene-Roesel responded that the study focused primarily on morning and afternoon peak commute times, but that staff held a focus group session where off-peak commute hours were discussed.

Chair Waddling suggested that the study should be looked at for potential connections to the upcoming BART Travel Incentives program.

Brian Larkin asked if the study took into account the section of the N-Judah around 9th Avenue, as he had observed this area to be a regular slow point of service. Ms. Greene-Roesel responded that the study did not look at the N-Judah, but rather lines that directly connected to major transit hubs.

Peter Sachs stated that he would like to see more attention paid to commuters travelling towards the South Bay, and recommended an exploration of a multi-transit agency effort focused on commutes to the south bay as a viable alternative to commuter shuttles. He added that there was a possible opportunity to connect and extend the 66-Quintara Muni line with the 29-Sunset Muni line to the West Portal station in a way that did not deprive anyone of service. Mr. Sachs said that he would like to see the 48 Muni line expedited as part of the Muni Forward project, as it would help to improve access to West Portal.

Peter Tannen asked if staff had heard if the unpleasant conditions in the areas where passengers waited for buses at the Daly City BART station had been a deterrent to people shifting modes to transit. Ms. Greene-Roesel responded that Transportation Authority staff had not heard that, but that bicycle conditions were very difficult for cyclists reaching Daly City BART, and that an additional study on this issue was recommended in the West Side Strategic Analysis Report (SAR).

During public comment, Aron Goodman suggested that the SFMTA and Transportation Authority should consider realigning the L-Taraval Muni line to eastbound on Sloat Boulevard and then northbound along West Portal Avenue. He said that this would provide additional service to the Lakeshore Mall and the Stern Grove Music Festival, further helping to reduce private vehicle use. Mr. Goodman suggested that Muni service in western San Francisco should be reconsidered in an inventive way to get commuters to Daly City BART and further south to the peninsula.

Edward Mason noted that he had boarded the 29 Muni line at the Balboa Park BART station at noon and that it had continued to be crowded to City College, and suggested further study on this issue.

Chair Waddling moved to approve the item, seconded by Peter Sachs.

The item was approved by the following vote:

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

Absent: CAC Members Hogue and Lerma

9. Rail Capacity Strategy Update – INFORMATION

Grahm Satterwhite, Principal Planner at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Brian Larkin asked what the timeframe was for the Geary Boulevard light-rail transit (LRT)

project mentioned during the presentation. Mr. Satterwhite stated that because it was a long-range conceptual investment with no concrete funding for detailed design or construction, it was targeted at 25 years or further out, along with other Tier 1 investments. Mr. Satterwhite added that hopefully this conversation would speed up the delivery of long-term investments, especially as additional funding was sought.

Peter Sachs complimented SFMTA for involving front line staff in its planning for service improvements, because they could bring ideas that other staff might not have the experience to identify. Mr. Sachs added that the Geary LRT project should be considered now, as population growth was projected along the Geary corridor. Mr. Sachs also noted that areas in eastern San Francisco where future growth was projected, specifically Hunters Point, Candlestick Point, and the Dogpatch, were not well connected to transit and needed more transit investments.

Chair Waddling asked if the Muni Metro Extension Surface Train Control System was proposed as an alternative to the Mission Bay Loop. Mr. Satterwhite responded that this was not an alternative to the Mission Bay Loop, but rather that it was entirely focused on optimizing operations along the Embarcadero and Mission Bay Area, specifically increasing resiliency and flexibility. He added that it would complement the Mission Bay Loop.

During public comment, Aaron Goodman stated that it was critical to improve transit service around the southeast Bayshore, Hunters Point, and Sunnysdale neighborhoods, especially the service improvements associated with the proposed Geneva-Harney bus rapid transit line. He expressed concern that new development projects in the area, including HOPE SF projects, would add to traffic congestion along 3rd Street if transit service was not improved along Geneva Avenue. Mr. Goodman added that designated transit-only lanes were needed, or possibly light-rail service, which could result in additional growth in the area.

10. Update on 19th Avenue/M-Ocean View Project – INFORMATION

Liz Brisson, Project Manager for the 19th Avenue/M-Line Project at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

John Larson asked if the full subway alternative for the 19th Avenue/M-Ocean View Project was an alternative presented during public outreach events. Ms. Brisson responded that it was currently proposed as an alternative. Ms. Brisson noted that although the full subway alternative was an increase in scope, it would provide a substantial beneficial impact.

Mr. Larson stated that it was important to concentrate on providing connectivity to the Daly City BART station in this project, as well as to improve traffic control at the intersection of West Portal Avenue and Ulloa Street because of conflicts between modes. Ms. Brisson responded that during the feasibility study, staff identified a conceptual alignment and profile of a connection to the Daly City BART station, and that they were open to including this in the environmental review of the project. She added that her colleagues would be in touch to discuss efforts around addressing conflicts between modes at the intersection of West Portal Avenue and Ulloa Street.

Brian Larkin asked what the conceptual budget was for the second alternative. Ms. Brisson responded that she believed it was roughly \$1.1 to 1.5 billion, and that she would follow up with a more specific estimate.

Peter Sachs stated that he would like to see the project reach Daly City BART, but noted that this would be challenging because of terrain and freeways. Ms. Brisson responded that the project team considered two alignments during the feasibility study, and that the more feasible alignment would require an aerial structure rather than a tunnel.

During public comment, Aaron Goodman suggested that SFMTA should consider more above

grade rail projects rather than below ground (noting that the transit rider experience may be more pleasant above ground than in tunnels). He continued to note that future transit could be routed along Sloat Avenue rather than tunneled under Ocean Avenue, and that the area around Mercy High School and Stonestown Mall could serve as a new transit hub.

11. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION

Susan Gygi, Project Manager of the Railyard Alternatives and I-280 Boulevard Feasibility Study at the San Francisco Planning Department, presented the item.

Chair Wadding said he had attended the public meeting for this project the previous night and he noted that there were many people at the meeting who were concerned about possible changes to I-280. He asked if Islais Creek would hinder construction of a tunnel for Caltrain under 3rd Street, thereby avoiding I-280. Ms. Gygi responded that they had looked at a tunnel connection to the existing Caltrain tracks further south and agreed that it would be somewhat hindered by Islais Creek, but that there were also significant grade changes along the route. Chair Wadding asked how neighborhoods located in southern San Francisco would be impacted by the removal of I-280. Ms. Gygi responded that the Planning Department had been asked by partners, including Caltrans, not to propose any changes that would back traffic up onto the I-280 and US 101 corridor interchange, the San Francisco-Oakland Bay Bridge, or Market Street and Octavia Boulevard. She added that the Planning Department believed a reconnected street grid below I-280 would help to disperse traffic.

Peter Sachs asked how much extra time and cost was added to the project as a result of the exploration of alternative alignments to the Caltrain Downtown Rail Extension (DTX) that had already been cleared through environmental review. Ms. Gygi responded that alternative alignments would have to be cleared through environmental review, but that it was easier for tunnel projects to pass environmental review than the “cut-and-cover” method proposed for the DTX alignment. She added that cost and schedule implications of alternative alignments would be determined at a later date, and that recent technological advancements to tunnel boring machines had made tunnel construction easier than other construction methods. Ms. Gygi also stated that any modifications to alignments would not change the ultimate schedule of the High-Speed Rail project, the DTX project, or the Caltrain Electrification project.

Myla Ablog asked how the study took sea-level rise into account, and noted that rail alignment alternatives presented opportunities for sea-level rise mitigation and storm water retention measures. Ms. Gygi responded that sea-level rise and resilient design had been considered extensively in the study.

During public comment, Aaron Goodman requested more information on the cost of rail alignment alternatives and other major capital projects in general, especially the cost burden to tax payers and property developers.

Roland Lebrun stated that the rail alignment alternative along 3rd Street was a step in the right direction because it would provide a faster route between San Jose’s Diridon Station and the Transbay Terminal. Mr. Lebrun added that a new transbay tunnel should be considered in the study.

12. Introduction of New Business – INFORMATION

Jacqueline Sachs requested an update on the Central Subway project.

13. Public Comment

Edward Mason noted that after the Commuter Shuttle Pilot Program expired in January, most shuttle providers were traveling on major and minor arterials including Castro Street, Divisadero Street and 24th Street. He expressed concern that this was slowing Muni routes, including the 48 and the J lines, and that he had counted 57 shuttles moving through the intersection of 24th and Valencia Streets one morning between 7-8:00 a.m. Mr. Mason added that a recently passed resolution stated that the San Francisco Municipal Transportation Agency and Transportation Authority should work together to construct a commuter shuttle hub or potentially more efficient zone network model. He also suggested that the Metropolitan Transportation Commission should consider a regional express bus to help eliminate the volume of commuter shuttles.

Aaron Goodman expressed concern that potential redevelopment of the current Ruth Asawa San Francisco School of the Arts site would increase traffic congestion and potentially slow the 44-O'Shaughnessy Muni line.

14. Adjournment

The meeting was adjourned at 8:16 p.m.



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**San Francisco County Transportation Authority
March 2016**

New Bills and Recommended Positions

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

Additional detail on bills for which we are recommending a new position, as well as for new bills which we recommend watching (see next page), are highlighted in the attached state legislative matrix.

| Recommended Positions | Bill # Author | Keywords and Comments |
|-----------------------------------|--|---|
| Change from Oppose to Watch | AB 1550 Gomez D | Greenhouse gases: investment plan: disadvantaged communities (DACs). Following input from the Finance Committee last month, we recommend changing our position to watch and will work with the State to seek a change to its DAC definition which does not adequately reflect the DACs of San Francisco. |
| Support | AB 1677 Ting D | Vehicles: tour buses: safety inspections. Permits local agencies to perform inspections on tour buses under the guidance of California Highway Patrol. |
| Oppose | AB 1768 Gallagher R | Bonds: transportation. Would effectively terminate state bond funding for high speed rail. |
| Oppose | AB 1866 Wilk R | High-speed rail (HSR) bond proceeds: redirection: water projects. Essentially brings the HSR Project to an end by transferring bond funds to other projects. |
| Support | AB 1886 McCarty D | California Environmental Quality Act (CEQA): transit priority projects. This bill expands CEQA exemption to projects where no more than 50% of their area is farther than 1/2 mile from a high quality transit corridor or major transit stop. |
| Oppose | AB 1964 Bloom D | High-occupancy vehicle (HOV) lanes: vehicle exceptions. This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes. |
| Support | AB 2034 Salas D | Department of Transportation: environmental review process: federal program. Extends indefinitely the delegation of National Environmental Protection Act oversight to Caltrans. |
| Oppose | AB 2049 Melendez R | Bonds: transportation. Effectively brings the high speed rail program to an end. |
| Support | AB 2126 Mullin D | Public contracts: Construction Manager/General Contractor (CM/GC) contracts. Extends the authority for Caltrans to use CM/GC procurements from 6 to 12 projects on the state highway system. |
| Support | AB 2289 Frazier D | Department of Transportation: capital improvement projects. Adds capital projects to improve highway operation as eligible for use of state highway funds. |
| Sponsor/ Support | AB 2374 Chiu D | Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: ramps. Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to Phase 2 of the Yerba Buena Island Ramps project. |
| Support | SB 1066 Beall D | Transportation funds: fund estimates. Adds new federal transportation funds to revenues that must be included in the fund estimate for the State Transportation Improvement Program. |
| Support | SB 1128 Glazer D | Commute benefit policies. Extends the commute benefits ordinance authority for the Metropolitan Transportation Commission and the Bay Area Air Quality Management District indefinitely. |

**San Francisco County Transportation Authority
March 2016**

| Recommended Positions | Bill # Author | Keywords and Comments |
|-----------------------|---|---|
| Oppose | SB 1259 Runner R | Vehicles: toll payment: veterans. Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an oppose position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue. |

Total New Recommended Positions: 14

New Bills to Watch

We propose to watch the following new bills, and will recommend a support or oppose position in the future if it becomes appropriate. See attached legislative matrix for additional detail on the bills below.

[AB 1592 \(Bonilla\)](#)

[AB 1746 \(Stone, Mark\)](#)

[AB 1780 \(Medina\)](#)

[AB 1813 \(Frazier\)](#)

[AB 1815 \(Alejo\)](#)

[AB 1818 \(Melendez\)](#)

[AB 1833 \(Linder\)](#)

[AB 1889 \(Mullin\)](#)

[AB 1938 \(Baker\)](#)

[AB 1982 \(Bloom\)](#)

[AB 2014 \(Melendez\)](#)

[AB 2090 \(Alejo\)](#)

[AB 2170 \(Frazier\)](#)

[AB 2222 \(Holden\)](#)

[AB 2332 \(Garcia, E\)](#)

[AB 2343 \(Garcia, C\)](#)

[AB 2355 \(Dababneh\)](#)

[AB 2411 \(Frazier\)](#)

[AB 2452 \(Quirk\)](#)

[AB 2509 \(Ting\)](#)

[AB 2742 \(Nazarian\)](#)

[AB 2783 \(Garcia, E\)](#)

[AB 2796 \(Low\)](#)

[AB 2847 \(Patterson\)](#)

[AB 2857 \(Chu\)](#)

[SB 344 \(Manning\)](#)

[SB 773 \(Allen\)](#)

[SB 902 \(Cannella\)](#)

[SB 903 \(Nguyen\)](#)

[SB 986 \(Hill\)](#)

[SB 998 \(Wieckowski\)](#)

[SB 1141 \(Moorlach\)](#)

[SB 1208 \(Bates\)](#)

[SB 1320 \(Runner\)](#)

San Francisco County Transportation Authority

March 2016

Bills of Interest

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

The Finance Committee is recommending a new support/ sponsor position on Assembly Bill (AB) 2374 (Chiu), new support positions on AB 1677 (Ting), AB 1886 (McCarty), AB 2034 (Salas), AB 2126 (Mullin), AB 2289 (Frazier), Senate Bill (SB) 1066 (Beall), and SB 1128 (Glazer); new oppose positions on AB 1768 (Gallagher), AB 1866 (Wilk), AB 1964 (Bloom), AB 2049 (Melendez), and SB 1259 (Runner); and changing an oppose position to a watch position on AB 1550 (Gomez).

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|----------------------|--|---|
| <p>AB 6</p> <p>Introduced: 12/1/2014</p> <p>pdf html</p> | <p>Wilk R</p> <p>(Dist 38)</p> | <p>Bonds: transportation: school facilities.</p> <p>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.</p> | <p>Assembly Dead</p> | <p>New - Recommend</p> <p>Delete from Matrix</p> | <p>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.</p> <p>The SFCTA board previously held an oppose position to this bill.</p> |
| <p>AB 23</p> <p>Introduced: 12/1/2014</p> <p>pdf html</p> | <p>Patterson R</p> <p>(Dist 23)</p> | <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p> <p>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.</p> | <p>Assembly Dead</p> | <p>New - Recommend</p> <p>Delete from Matrix</p> | <p>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.</p> <p>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.</p> <p>The SFCTA board previously held an oppose position to this bill.</p> |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|-----------------------------------|-----------------|--|
| AB 318 Amended: 6/11/2015 pdf html | Chau D (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. |
| AB 516 Amended: 7/16/2015 pdf html | Mullin D (Dist 22) | Vehicles: temporary license plates. Would require the Department of Motor Vehicles (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 Third 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. MTC has adopted a support position on this bill. |
| AB 620 Amended: 1/27/2016 pdf html | Hernández, Roger D (Dist 48) | High-occupancy toll lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority (LACMTA) to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws. | Senate Transportation and Housing | Watch | Expands LACMTA authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income. Amended to allow LACMTA flexibility in providing low income assistance. |

**San Francisco County Transportation Authority
March 2016**

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|-----------------------|--------------------------------|--|
| AB 772 Amended: 8/19/2015 pdf html | Garcia, Cristina 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 (LOS) 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 | Support Work with Author | Latest amendment eliminates LOS as an element of a congestion management plan. |
| AB 828 Amended: 7/14/2015 pdf html | Low D (Dist 28) | Vehicles: transportation services. Would require the Public Utilities Commission 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 2 year | Watch | Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions. MTC has adopted a support position on this bill. |
| AB 869 Amended: 6/18/2015 pdf html | Cooper D (Dist 9) | Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. | Senate 2 year | Watch | Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court). |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|-----------------------|---|--|
| AB 945 Amended: 5/20/2015 pdf html | Ting D (Dist 19) | Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws. | Assembly Dead | New - Recommend Delete from Matrix | 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. Amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position. 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. |
| AB 1030 Amended: 7/7/2015 pdf html | Ridley-Thomas D (Dist 54) | California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would 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 2 year | Watch | |
| AB 1176 Amended: 8/18/2015 pdf html | Pera D (Dist 31) | Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill 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. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---------------------------------------|---|---|---|---|
| AB 1335 Amended: 6/3/2015 pdf html | Atkins D (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. This bill contains other related provisions and other existing laws. | Assembly Dead | New - Recommend Delete from Matrix | 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. The SFCTA board previously held a support position on this bill. |
| AB 1360 Amended: 7/2/2015 pdf html | Ling D (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 transporter 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 | Transportation Network Companies (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. |
| AB 1364 Introduced: 2/27/2015 pdf html | Linder R (Dist 60) | California Transportation Commission (CTC). Current law vests the CTC 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 CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes. | Senate Transportation and Housing | Watch | MTC has adopted a support position on this bill. Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy. This bill is similar to ABX1 19 (Linder), SB 1320 (Runner) and SBX1 12 (Runner). |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|----------------------------------|---|---|
| AB 1550 Introduced: 1/4/2016 pdf html | Gomez D (Dist 51) | Greenhouse gases: investment plan: disadvantaged communities. Current law 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 (GGRF). This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households. | Assembly Natural Resources | New – Recommend Change from Oppose to Watch | Increases requirement from 10% to 25% of GGRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low-income households. We previously opposed this legislation because the state's definition of DAC does not adequately reflect the disadvantaged communities of San Francisco. We continue to work with the state to try and amend the DAC definition. |
| AB 1555 Introduced: 1/4/2016 pdf html | Gomez D (Dist 51) | Greenhouse Gas Reduction Fund. Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration. | Assembly Print | Watch | This bill is intended to be a vehicle for negotiating GGRF funds expenditures left over from 2015. |
| AB 1569 Introduced: 1/4/2016 pdf html | Steinorth R (Dist 40) | California Environmental Quality Act (CEQA): exemption: existing transportation infrastructure. Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions. | Assembly Natural Resources | Watch | Would exempt minor road repair projects from CEQA if carried out within existing right-of-way. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|--|----------------|---|
| <p>AB 1574 Introduced: 1/4/2016 pdf html</p> | <p>Chiu D (Dist 17)</p> | <p>Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles to notify the Public Utilities Commission (PUC) when a charter-party carrier of passengers or a passenger stage corporation first registers a bus, limousine, or modified limousine with the department, and to provide information to the PUC that will allow the PUC to identify the vehicle. The bill would require the PUC, with respect to those newly registered buses, limousines, or modified limousines, to ensure that the vehicles meet all statutory and regulatory requirements for safe operation. The bill, upon the PUC becoming aware of a bus, limousine, or modified limousine of a charter-party carrier of passengers or a passenger stage corporation that has not been reported to the commission by the carrier or corporation, would require the PUC to immediately take steps to require the carrier or corporation to update its reporting of vehicles to the PUC and to request the Department of the California Highway Patrol (CHP) to conduct a safety inspection of the vehicle. The bill would prohibit use of such a bus, limousine, or modified limousine to transport passengers in the absence of securing a satisfactory rating from the CHP812, and would authorize a law enforcement agency to impound a bus, limousine, or modified limousine operated in violation of this provision.</p> | <p>Assembly Utilities and Commerce</p> | <p>Support</p> | <p>The bill seeks to ensure that buses are inspected under safe criteria by requiring DMV to notify the PUC when a bus company first registers the vehicle. In the event there is not a satisfactory rating, the bill prohibits the use of the bus.</p> |
| <p>AB 1591 Introduced: 1/6/2016 pdf html</p> | <p>Frazier D (Dist 11)</p> | <p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p> | <p>Assembly Transportation</p> | <p>Support</p> | <p>New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Intercity Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.</p> |

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| Bill # | Author | Description | Status | Position | Comments |
|---|--|--|----------------------------|-----------------------------|---|
| AB 1592 Introduced 1/6/2016 pdf html | Bonilla D (Dist 14) | Autonomous vehicles: pilot project. This bill would authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. | Assembly Transportation | New – Recommend Watch | The Contra Costa Transportation Authority (CCTA) is working with a local business park to implement a pilot program that would rely on a driverless shuttle service to provide internal circulation. Due to incidental crossing of public streets, the pilot program requires relief from the state's autonomous vehicle laws and regulations, which require a driver in the vehicle. CCTA has developed a test bed for connected and autonomous vehicles at the Concord Naval Weapons Station (the GoMentum Station). This bill would permit CCTA to operate driverless vehicles there. |
| AB 1641 Introduced: 1/11/2016 pdf html | Allen, Travis R (Dist 72) | Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers. | Assembly Transportation | Oppose | This bill replaces AB61 by same author to address the shuttle services' use of transit stops. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|----------------------------|-------------------------------|--|
| AB 1659 Introduced: 1/13/2016 pdf html | Rodriguez D (Dist 52) | Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. This bill contains other related provisions and other existing laws. | Assembly Transportation | Watch | This bill expands limited speed (15 mph) zone to 1/4 mile of a school. |
| AB 1677 Introduced: 1/19/2016 pdf html | Ting D (Dist 19) | Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol to develop protocols, in consultation with representatives of local government, to allow for the inspection of tour buses by a designated local agency of the local jurisdiction in which the tour bus operates, and would require these protocols to include, at a minimum, a requirement that, upon completion of an inspection of a tour bus, the designated local agency report its findings to the Public Utilities Commission. The bill would provide that any inspection conducted by a designated local agency pursuant to these protocols shall be in addition to, and not in lieu of, any other inspection requirements imposed under law. | Assembly Transportation | New – Recommend Support | Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP. |
| AB 1725 Introduced: 1/28/2016 pdf html | Wagner R (Dist 68) | Vehicles: automated traffic enforcement systems. Would require a driver facing a steady circular red signal alone at a freeway or highway onramp signal, to stop at a marked limit line, but if none, before the signal, and to remain stopped until an indication to proceed is shown. The bill would make a violation of this requirement an infraction punishable by a fine of \$50. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Assembly Transportation | Watch | Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|---|----------------------------|------------------------------|--|
| AB 1746 Introduced: 2/2/2016 pdf html | Stone, Mark D (Dist 29) | Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements. | Assembly Transportation | New - Recommend Watch | Expands current authority for transit buses to operate on highway shoulders to 6 entities including AC Transit, County Connection (Contra Costa County) and VTA. |
| AB 1768 Introduced: 2/3/2016 pdf html | Gallagher R (Dist 3) | Bonds: transportation. 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. | Assembly Transportation | New - Recommend Oppose | Would effectively terminate state bond funding for high-speed rail. |
| AB 1780 Introduced: 2/3/2016 pdf html | Medina D (Dist 61) | Greenhouse Gas Reduction Fund: Sustainable Trade Corridors Program. Would, beginning in the 2016-17 fiscal year, continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission for the Sustainable Trade Corridors Program, which the bill would establish, thereby making an appropriation. | Assembly Transportation | New - Recommend Watch | Establishes a new dedication of 25% of cap and trade funding to a new trade corridor program. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|----------------|-----------------------|---|
| AB 1813 Introduced: 2/8/2016 pdf html | Frazier D (Dist 11) | High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature. | Assembly Print | New - Recommend Watch | Adds 2 new appointees to serve in an ex officio capacity on the high-speed rail authority. |
| AB 1815 Introduced: 2/8/2016 pdf html | Alejo D (Dist 30) | California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities. This bill would require the State Air Resources Board (ARB) to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions. | Assembly Print | New - Recommend Watch | Requires the ARB to post on the internet the listing of cap and trade projects funded to benefit disadvantaged communities. |
| AB 1818 Introduced: 2/8/2016 pdf html | Melendez R (Dist 67) | Transportation funds. Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program (STIP), which is a listing of capital improvement projects. This bill would make a non-substantive change to this provision. | Assembly Print | New - Recommend Watch | This spot bill appears to address future changes to the State's STIP development process. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---------------------------------------|--|----------------|------------------------------|--|
| AB 1833 Introduced: 2/9/2016 pdf html | Linder R (Dist 60) | Transportation projects: environmental mitigation. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. This bill contains other related provisions and other existing laws. | Assembly Print | New - Recommend Watch | This bill is similar to a provision in the Governor's Transportation Plan that will facilitate approval of transportation projects in the CECQA analysis phase. While the Governor's plan contains a funding commitment for the Advanced Mitigation Program (AMP), this bill does not. While most local Conservation Plans have been developed utilizing local resources to fund implementation, there remains value to the concept in the bill as it compels coordination by state agencies to assist in the necessary approvals. |
| AB 1866 Introduced: 2/10/2016 pdf html | Wilk R (Dist 38) | High-speed rail bond proceeds: redirection: water 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 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. | Assembly Print | New - Recommend Oppose | Essentially brings the High-Speed Rail Project to an end by transferring bond funds to other projects. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---------------------------------------|--|----------------|-------------------------------|---|
| AB 1886 Introduced: 2/11/2016 pdf html | McCarty D (Dist 7) | California Environmental Quality Act (CEQA): transit priority projects. CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%. | Assembly Print | New - Recommend Support | The bill relaxes the CEQA exemption for Transit Priority projects within 1/2 mile of a transit stop by expanding the requirement that the subject parcel may have 50% of its property at a distance greater than 1/2 mile, rather than 25% of its property. |
| AB 1889 Introduced: 2/11/2016 pdf html | Mullin D (Dist 22) | Transportation funding: Caltrain. Current law provides for the creation of the Peninsula Corridor Joint Powers Board (PCJPB), which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help Caltrain obtain a dedicated source of funding. | Assembly Print | New - Recommend Watch | The bill expresses the intent to provide a legislatively-authorized source of dedicated funding for Caltrain. Bill will likely be amended soon to become a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District. |
| AB 1938 Introduced: 2/12/2016 pdf html | Baker R (Dist 16) | Toll facilities: Metropolitan Transportation Commission (MTC) Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to MTC in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification. | Assembly Print | New - Recommend Watch | Under current law, BATA may provide toll revenues and other direct contributions (e.g. personnel service, office space) to MTC to carry out BATA's functions consistent with certain limitations. This bill expands those limitations to any BATA revenues derived from bridge tolls, fees, or taxes. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|----------------|------------------------------|---|
| AB 1964 Introduced: 2/12/2016 pdf html | Bloom D (Dist 50) | High-occupancy vehicle (HOV) lanes: vehicle exceptions. Existing federal law authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. | Assembly Print | New - Recommend Oppose | This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes. |
| AB 1982 Introduced: 2/16/2016 pdf html | Bloom D (Dist 50) | Greenhouse Gas Reduction Fund: traffic signal synchronization. Current law authorizes the allocation of moneys in the Greenhouse Gas Reduction Fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect. This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour. | Assembly Print | New - Recommend Watch | Specifically authorizes that cap and trade funds may be expended on traffic signal synchronization projects. SFMTA is actively working with the author and may seek an amendment to eliminate the language requiring eligible projects to be timed to move vehicles at an average speed of 12 to 15 miles per hour. We anticipate recommending a support or support and seek amendment position next month. |
| AB 2014 Introduced: 2/16/2016 pdf html | Melendez R (Dist 67) | Freeway Service Patrol Act: workload study. Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget. | Assembly Print | New - Recommend Watch | Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|----------------|-------------------------------|--|
| AB 2034 Introduced: 2/16/2016 pdf html | Salas D (Dist 32) | Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter. The bill would also delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely. | Assembly Print | New - Recommend Support | Since 2007 Caltrans has assumed federal responsibility for NEPA actions under a pilot program administered by FHWA/USDOT. This bill extends the acceptance of the delegation of authority indefinitely. |
| AB 2049 Introduced: 2/17/2016 pdf html | Melendez R (Dist 67) | Bonds: transportation. 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 I blended system. | Assembly Print | New - Recommend Oppose | Effectively brings the high-speed rail program to an end. |
| AB 2090 Introduced: 2/17/2016 pdf html | Alejo D (Dist 30) | Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation. | Assembly Print | New - Recommend Watch | Expands the use by transit agencies of cap and trade funds for bus or rail service in the face of declared fiscal emergency; the agency board must state that the funds are for use in the calendar year requested, make a finding that the reduction of transit service would increase GHG reductions due to mode shift, and state that the board would reduce or eliminate service if the funding were not provided. |

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|---|--|--|----------------|-------------------------------|---|
| AB 2126 Introduced: 2/17/2016 pdf html | Mullin D (Dist 22) | Public contracts: Construction Manager/General Contractor (CM/GC) contracts. Current law authorizes the Department of Transportation to use the CM/GC method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services. | Assembly Print | New - Recommend Support | Expands the authority for Caltrans to use CM/GC procurements from 6 to 12 projects on the state highway system. |
| AB 2170 Introduced: 2/18/2016 pdf html | Frazier D (Dist 11) | Trade Corridors Improvement Fund: federal funds. Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be deposited in the Trade Corridors Improvement Fund. | Assembly Print | New - Recommend Watch | Directs the new federal aid funds in the national freight program to the Trade Corridors account. |
| AB 2222 Introduced: 2/18/2016 pdf html | Holden D (Dist 41) | Transit passes. Would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students. | Assembly Print | New - Recommend Watch | Requires \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes. |

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|---|---|--|----------------|-------------------------------|---|
| AB 2289 Introduced: 2/18/2016 pdf html | Frazier D (Dist 11) | Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a State highway operation and protection program (SHOPP) for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges. | Assembly Print | New - Recommend Support | This bill is based on a recent recommendation by the CTC in its annual report. The bill would add capital projects to improve highway operations as eligible for use of state highway funds. Examples include: lane management systems, changeable message signs, ramp meters, and similar devices and facilities specifically focused on improving operations. |
| AB 2332 Introduced: 2/18/2016 pdf html | Garcia, Eduardo D (Dist 56) | Transportation. Would, by January 1, 2018, require the California Transportation Commission (CTC) to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community (DAC) residents, as specified. | Assembly Print | New - Recommend Watch | Compels the CTC to prioritize scarce state highway funds for meeting mobility and safety needs of disadvantaged communities. We will continue to work with the state to change the definition of DACs to better match what we commonly consider to be DACs in San Francisco. |
| AB 2343 Introduced: 2/18/2016 pdf html | Garcia, Cristina D (Dist 58) | Greenhouse Gas Reduction Fund: 3-year investment plan: 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 the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community. | Assembly Print | New - Recommend Watch | Spot bill. Directs 10% of cap and trade funds to an unspecified community. |

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|---|--|---|----------------|---|--|
| AB 2355 Introduced: 2/18/2016 pdf html | Dababneh D (Dist 45) | Intercity rail services: mitigation. Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose. | Assembly Print | New - Recommend Watch | Requires Caltrans to mitigate noise along intercity rail passenger lines. |
| AB 2374 Introduced: 2/18/2016 pdf html | Chiu D (Dist 17) | Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: ramps. Current law authorizes regional transportation agencies 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 CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified. | Assembly Print | New - Recommend Sponsor/ Support | Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to the Yerba Buena Island phase II, which the SFCTA is leading on behalf of the Treasure Island Development Authority. |
| AB 2411 Introduced: 2/19/2016 pdf html | Frazier D (Dist 11) | Transportation revenues. Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. | Assembly Print | New - Recommend Watch | Recaptures approximately \$45 million annually that has been dedicated to the General Fund to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans. |

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|---|---|---|----------------|-----------------------------|---|
| AB 2452 Introduced: 2/19/2016 pdf html | Quirk D (Dist 20) | California Environmental Quality Act: judicial remedies: emissions of greenhouse gases. CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases. | Assembly Print | New - Recommend Watch | The bill prohibits a court from imposing a stay or from enjoying a transportation project, if the project is included within a Sustainable Communities Strategy (SCS) or Alternate Planning Strategy (APS) for which a metropolitan planning organization (MPO) has included in a certified SCS or APS certified Environmental Impact Report. |
| AB 2509 Introduced: 2/19/2016 pdf html | Ling D (Dist 19) | Operation of bicycles: speed. Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. This bill would require a person operating a bicycle, as described above, to ride as close as is either safe or practicable to the specified curb or roadway edge. The bill would expand the exceptions to riding as close as safe or practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways, as specified. | Assembly Print | New - Recommend Watch | Provides bike riders with more flexibility to the requirement that they ride as close to curb or roadway edge when traveling class I, II, or IV bikeways. |
| AB 2742 Introduced: 2/19/2016 pdf html | Nazarian D (Dist 46) | 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. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030. | Assembly Print | New - Recommend Watch | Extends P3 authority to 2030 from 2017. |

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|---|--|--|----------------|-----------------------------|--|
| AB 2783 Introduced: 2/19/2016 pdf html | Garcia, Eduardo D (Dist 56) | Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council (SGC) to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities (AHSC) Program. This bill would require the SGC to revise the guidelines and selection criteria with respect to density requirements, as specified, and to include specified factors, including energy efficiency, in its greenhouse gas quantification methodology. | Assembly Print | New - Recommend Watch | Directs the SGC to amend its cap and trade allocation guidelines related to density requirements for affordable housing. Bill leaves intact existing density requirements, but for rural innovation program areas directs a loosening of the density to permit the projects to qualify for AHSC. |
| AB 2796 Introduced: 2/19/2016 pdf html | Low D (Dist 28) | Active Transportation Program. Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities (DACs). | Assembly Print | New - Recommend Watch | Dedicates 5% of current funding for distributing Active Transportation Program allocation for award to DACs for planning and community engagement. This bill will likely be amended to increase the minimum percentage awarded to non-infrastructure projects from 10 to 15%, and will include a new minimum award requirement of 5% of funds for planning projects. |
| AB 2847 Introduced: 2/19/2016 pdf html | Patterson R (Dist 23) | State highways: transfer to local agencies: pilot program. Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. | Assembly Print | New - Recommend Watch | Would authorize Caltrans to do a pilot program that transfers responsibility for operating and maintaining state highways to 3 counties. |

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|---|--------------------------------------|--|----------------|-----------------------------|---|
| AB 2857 Introduced: 2/19/2016 pdf html | Chu D (Dist 25) | Transportation network companies (TNCs): delivery of commodities. Current law creates the Public Utilities Commission with various powers and duties relative to transportation, including, among other responsibilities, regulation of TNCs and those engaged in the private transportation of persons or property. This bill would declare the intent of the Legislature to enact legislation that promotes public safety and accountability for TNCs utilizing peer-to-peer mobile services to deliver commodities such as food or clothing. | Assembly Print | New - Recommend Watch | This is an "intent bill" to later draft legislation related to TNCs that deliver commodities. |
| ABX1.1 Introduced: 6/23/2015 pdf html | Alejo D (Dist 30) | Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws. | Assembly Print | Support | This bill mandates that State General Fund loans from transportation revenues be repaid. |
| ABX1.2 Introduced: 6/25/2015 pdf html | Perea D (Dist 31) | Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. 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 SBX 1 14 (Cannella). |

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| ABX1.3 Amended: 9/3/2015 pdf html | Frazier D (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 highways, local roads, bridges, and other critical infrastructure. | Assembly Conference Committee | Watch | Special session spot bill. |
| ABX1.4 Introduced: 7/9/2015 pdf html | Frazier D (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. | Senate Rules | Watch | Special session spot bill. |
| ABX1.6 Introduced: 7/16/2015 pdf html | Hernández, Roger D (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 | Oppose | The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas. |

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| ABX1.7 Introduced: 7/16/2015 pdf html | Nazarian D (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 | 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). |
| ABX1.8 Introduced: 7/16/2015 pdf html | Chiu D (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 | Support | The bill seeks to increase State transit assistance funds by increasing the sales tax rate and diesel. This bill is the same as SBX1 7 (Allen). |
| ABX1.9 Introduced: 8/17/2015 pdf html | Levine D (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 | 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. |

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| <p>ABX1_10</p> <p>Introduced: 8/19/2015 pdf html</p> | <p>Levine D (Dist 10)</p> | <p>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.</p> | Assembly Print | Watch | Would restrict state agencies from providing extra payments to contractors on mega-infrastructure projects. |
| <p>ABX1_13</p> <p>Introduced: 8/31/2015 pdf html</p> | <p>Grove R (Dist 34)</p> | <p>Greenhouse Gas Reduction Fund: streets and highways. Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p> | Assembly Print | Oppose | The bill would reduce funds from the cap and trade for the Affordable housing and Sustainable Communities competitive grant program by half and dedicate the savings to road repair. |
| <p>ABX1_14</p> <p>Introduced: 8/31/2015 pdf html</p> | <p>Waldron R (Dist 75)</p> | <p>State Highway Operation and Protection Program: local streets and roads: appropriation. 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> | Assembly Print | Watch | This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes. |

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| ABX1_15 Introduced: 8/31/2015 pdf html | Patterson R (Dist 23) | State Highway Operation and Protection Program (SHOPP): local streets and roads: appropriation. 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 SHOPP, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws. | Assembly Print | Watch | This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes. Would reduce Caltrans staff costs by \$500 million and seek a like amount from the State Highway Account to be dedicated for state and local road repairs. |
| ABX1_16 Introduced: 8/31/2015 pdf html | Patterson R (Dist 23) | State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) 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. | Assembly Print | Watch | This bill is intended to test the efficiency of Caltrans by authorizing a pilot program in which two counties would be able to assume Caltrans' responsibility for operating and maintaining highways with the county. |
| ABX1_17 Introduced: 8/31/2015 pdf html | Achaadjian R (Dist 35) | Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction 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. | Assembly Print | Oppose | This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources. |

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| ABX1 18 Introduced: 8/31/2015 pdf html | Linder R (Dist 60) | Vehicle weight fees: transportation bond debt service. Would, notwithstanding these provisions or any other law, effective January 1, 2016, 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. | Assembly Print | Oppose | This measure would seek the return of truck weight fees to state highway rehabilitation purposes. |
| ABX1 19 Introduced: 8/31/2015 pdf html | Linder R (Dist 60) | California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes. | Assembly Print | Watch | The bill re-establishes the independence of the CTC from the Administration Transportation Agency. This bill is similar to AB 1364 (Linder), SB 1320 (Runner) and SBX1 12 (Runner). |
| ABX1 20 Introduced: 8/31/2015 pdf html | Gaines, Beth R (Dist 6) | State government: elimination of vacant positions: transportation: appropriation. Current 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. This bill contains other related provisions and other current laws. | Assembly Print | Watch | This Republican Caucus measure would seek the elimination of vacant positions in state government and dedicate the funds that are freed to road repairs. |
| ABX1 21 Introduced: 8/31/2015 pdf html | Obermole R (Dist 33) | Environmental quality: highway projects. Would prohibit a court in a judicial action or proceeding under California Environmental Quality Act (CEQA) from staying or enjoining the construction or improvement of a highway unless it makes specified findings. | Assembly Print | Watch | Extends to highway projects judicial relief from a CEQA challenge in certain cases. |

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| <p>ABX1 25 Introduced: 1/11/2016 pdf html</p> | <p>Allen, Travis R (Dist 72)</p> | <p>Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.</p> | <p>Assembly Print</p> | <p>Oppose</p> | <p>A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).</p> |
| <p>ACA 4 Amended: 8/17/2015 pdf html</p> | <p>Frazier D (Dist 11)</p> | <p>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, non-substantive changes.</p> | <p>Assembly Appropriations Suspense File</p> | <p>Support</p> | <p>This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.</p> |

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| SB 1 Introduced: 12/1/2014 pdf html | Gaines R (Dist 1) | California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. | Senate Dead | New - Recommend Delete from Matrix | This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector. |
| SB 5 Introduced: 12/1/2014 pdf html | Vidak R (Dist 14) | California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. | Senate Dead | New - Recommend Delete from Matrix | This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferred will be to reduce Cap and Trade auction revenues. |

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| SB 16 Amended: 6/1/2015 pdf html | Beall D (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 Dead | New - Recommend Delete from Matrix | 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%. Similar bill introduced in Special Session: SBX1-1 (Beall). The SFCTA board previously held a support and seek amendments position to this bill. |
| SB 39 Amended: 4/8/2015 pdf html | Pavley D (Dist 27) | Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws. | Assembly Transportation | Oppose | The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000. Budget trailer bill was approved to accomplish this. |
| SB 254 Amended: 6/2/2015 pdf html | Allen D (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 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. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|-------------------------|-----------------------------|--|
| SB 321 Amended: 8/18/2015 pdf html | Beall D (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. | Senate Inactive File | 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. MTC has adopted a support position on this bill. |
| SB 344 Amended: 6/23/2015 pdf html | Monning D (Dist 17) | Commercial driver's license: education. Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle. | Assembly 2 year | New – Recommend Watch | MTC has adopted a support position on this bill. We are consulting with SFMTA. |
| SB 433 Amended: 5/7/2015 pdf html | Berryhill R (Dist 8) | Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws. | Assembly 2 year | Watch | Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|-----------------|-----------------------|--|
| SB 564 Introduced: 2/26/2015 pdf html | Cannella R (Dist 12) | Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified. | 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. |
| SB 773 Amended: 6/23/2015 pdf html | Allen | Vehicles: registration fraud: study. Would, until January 1, 2020, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements. | Assembly 2 year | New – Recommend Watch | MTC has adopted a support position on this bill. |

San Francisco County Transportation Authority
March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|--|----------------|---|
| <p>SB 812 Amended: 2/12/2016 pdf html</p> | <p>Hill D (Dist 13)</p> | <p>Charter-party carriers of passengers and passenger stage corporations. This bill would require the Department of the California Highway Patrol (CHP), by regulation, to develop and adopt bus terminal inspection fees applicable to charter-party carriers of passengers and passenger stage corporations that operate one or more tour buses, to replace existing fees, in an amount sufficient to offset the costs to administer the inspection program for these companies, as specified. The bill would require the fees to be collected by the Public Utilities Commission in the case of charter-party carriers of passengers or as otherwise required by the regulations. The bill would make other conforming changes. This bill would require the CHP, by regulation, to modify its existing tour bus terminal inspection program to ensure that the program is performance-based, with parameters to evaluate and target on-site inspections of tour buses operated by or for charter-party carriers of passengers and passenger stage corporations. The bill would require the tour bus terminal inspection program to prioritize newly acquired tour buses operated by charter-party carriers of passengers and passenger stage corporations, as well as affected companies that are noncompliant or have a history of noncompliance with safety laws or regulations. The bill would also require no fewer than 25% of the total number of tour bus carrier inspections conducted by the CHP to be unannounced surprise inspections. This bill would require a charter-party carrier of passengers or a passenger stage corporation, prior to operating a newly acquired tour bus, to first schedule an inspection of the tour bus with, and obtain a satisfactory rating for the tour bus from, the department.</p> | <p>Senate Transportation and Housing</p> | <p>Support</p> | <p>This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced. The SFMTA has taken a support position on this bill.</p> |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|--------------------------------------|----------|--|
| SB 824 Introduced: 1/7/2016 pdf html | Beall D (Dist 15) | Low Carbon Transit Operations Program (LCTOP). Would authorize a recipient transit agency that does not submit a project for funding under the LCTOP in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws. | Senate Transportation and Housing | Support | The bill is intended to permit transit agencies more flexible use of formula transit funds from the Greenhouse Gas Reduction Fund. |
| SB 874 Introduced: 1/14/2016 pdf html | Gaines R (Dist 1) | Transportation network companies. The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers, as defined. This bill would make non-substantive changes to the definitions applicable to transportation network companies. | Senate Rules | Watch | Spot bill related to transportation network companies. |
| SB 882 Introduced: 1/15/2016 pdf html | Hertzberg D (Dist 18) | Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts. | Senate Public Safety | Watch | This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation. |
| SB 901 Introduced: 1/21/2016 pdf html | Bates R (Dist 36) | Transportation projects: Advanced Mitigation Program. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose. | Senate Transportation and Housing | Watch | Provides direction to Caltrans to expand advanced mitigation for transportation projects. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---|--|---|-----------------------------|---|
| SB 902 Introduced: 1/21/2016 pdf html | Cannella R (Dist 12) | Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter. | Senate Transportation and Housing | New - Recommend Watch | Amends the state law that permits Caltrans to oversee NEPA process for projects in the state by extending the period of time for a report on implementation of this oversight. |
| SB 903 Introduced: 1/21/2016 pdf html | Nguyen R (Dist 34) | Transportation funds: loan repayment. Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws. | Senate Transportation and Housing | New - Recommend Watch | The bill adapts a provision from the Governor's Transportation Plan that establishes a requirement that outstanding General Fund loans be repaid, but by 6/30/16. This loan repayment was proposed by the Governor on a longer timeline. |
| SB 986 Introduced: 2/10/2016 pdf html | Hill D (Dist 13) | Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would require that a violation of this provision for a right turn or a left turn from a one-way street onto a one-way street is punishable by a fine of \$35. | Senate Transportation and Housing | New - Recommend Watch | This bill would lower the fines for right turn and left turn from a one-way street onto a one-way street violations of red light stopping law from \$100 to \$35. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|--|--|---|
| <p>SB 998 Introduced: 2/10/2016 pdf html</p> | <p>Wieckowski D (Dist 10)</p> | <p>Vehicles: mass transit guideways. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | <p>Senate Transportation and Housing</p> | <p>New - Recommend Watch</p> | <p>Expands restrictions on vehicles from stopping at certain locations to include transit guideways.</p> |
| <p>SB 1066 Introduced: 2/16/2016 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>Transportation funds: fund estimates. Current law requires the Department of Transportation to submit to the California Transportation Commission (CTC) an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program (STIP), and requires the CTC to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the CTC to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.</p> | <p>Senate Print</p> | <p>New - Recommend Support</p> | <p>Adds new Federal transportation funds to revenues that must be included in the fund estimate for the STIP.</p> |
| <p>SB 1128 Introduced: 2/17/2016 pdf html</p> | <p>Glazer D (Dist 7)</p> | <p>Commuter benefit policies. Current law authorizes the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to jointly adopt a commuter benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commuter benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.</p> | <p>Senate Print</p> | <p>New - Recommend Support</p> | <p>Extends the commuter benefits ordinance authority for MTC/BAAQMD indefinitely. MTC has taken a support position on this bill.</p> |

**San Francisco County Transportation Authority
March 2016**

| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|---------------|------------------------------|--|
| SB 1141 Introduced: 2/18/2016 pdf html | Moorlach R (Dist 37) | State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) 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 the county or to a regional transportation agency that has jurisdiction in the county. | Senate Print | New - Recommend Watch | Creates a pilot program for Caltrans to turn over its operation and maintenance of state highways in 2 counties for a period of 5 years. This bill is similar to ABX1 16. |
| SB 1208 Introduced: 2/18/2016 pdf html | Bates R (Dist 36) | California Transportation Commission (CTC). Current law creates the CTC, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a non-substantive change to this provision. | Senate Print | New - Recommend Watch | Spot bill related to the CTC. |
| SB 1259 Introduced: 2/18/2016 pdf html | Runner R (Dist 21) | Vehicles: toll payment: veterans. Would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes. | Senate Print | New - Recommend Oppose | Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an opposite position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue. |
| SB 1320 Introduced: 2/19/2016 pdf html | Runner R (Dist 21) | California Transportation Commission (CTC). Would exclude the CTC 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 Print | New - Recommend Watch | Provides for the independence of the California Transportation Commission. This bill is similar to AB 1364 (Linder), ABX 19 (Linder) and SBX1 12 (Runner). |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|--|--|---|------------------------------------|---|
| <p>SBX11 Amended: 9/1/2015 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. 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.</p> | <p>Senate Appropriations</p> | <p>Support and Seek Amendments</p> | <p>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. Bill is similar but not identical to SB 16 (Beall).</p> |
| <p>SBX12 Introduced: 6/30/2015 pdf html</p> | <p>Huff R (Dist 29)</p> | <p>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.</p> | <p>Senate Transportation and Infrastructure Development</p> | <p>Oppose</p> | <p>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 a fuel tax of 10 cents per gallon. 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 SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.</p> |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|--------------------------------------|--|-----------------------------------|---|---|
| SBX13 Amended: 8/17/2015 pdf html | Vidak R (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 Dead | New – Recommend Delete from Matrix | Prohibits new bond sales for High Speed Rail, except for funding of bookend 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. The SFCTA Board previously took an oppose position to this bill. |
| SBX14 Amended: 9/4/2015 pdf html | Beall D (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 statutory changes 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 Conference Committee | Watch | This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session. |
| SBX15 Introduced: 7/7/2015 pdf html | Beall D (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 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 Desk | Watch | Special session 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

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---------------------------------------|---|--------------------------|---|--|
| SBX16 Introduced: 7/13/2015 pdf html | Runner R (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 (CTC) 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 Dead | New – Recommend Delete from Matrix | Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads. The SFCTA board previously took an oppose position to this bill. |
| SBX17 Amended: 9/3/2015 pdf html | Allen D (Dist 26) | Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws. | Senate Appropriations | Support | The bill seeks to increase transit funds by increasing the diesel sales tax rate. Bill is the same as ABX1 8 (Chiu). |
| SBX18 Introduced: 7/16/2015 pdf html | Hill D (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 Appropriations | 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

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|--|---|---|
| SBX1 9 Introduced: 7/16/2015 pdf html | Moorlach R (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 Dead | New – Recommend Delete from Matrix | 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. |
| SBX1 10 Introduced: 7/16/2015 pdf html | Bates R (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 | Watch | This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects. |
| SBX1 11 Amended: 9/4/2015 pdf html | Berryhill R (Dist 8) | Environmental quality: transportation infrastructure. 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 (EIR) 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. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions. | Senate Transportation and Infrastructure Development | Watch | Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road footprint. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|---|--------------|--|
| <p>SBX1 12 Amended: 8/20/2015 pdf html</p> | <p>Runner R (Dist 21)</p> | <p>California Transportation Commission (CTC). Would exclude the CTC 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.</p> | <p>Senate Appropriations</p> | <p>Watch</p> | <p>Re-establishes independence of the CTC from the Transportation Agency. This bill is similar to AB 1364 (Linder), ABX1 19 (Linder), and SB 1320 (Runner).</p> <p>Creates a new Inspector General office to oversee effectiveness of Caltrans and High-Speed Rail Authority.</p> |
| <p>SBX1 13 Amended: 9/3/2015 pdf html</p> | <p>Vidak R (Dist 14)</p> | <p>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 build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> | <p>Senate Appropriations</p> | <p>Watch</p> | |
| <p>SBX1 14 Introduced: 7/16/2015 pdf html</p> | <p>Cannella R (Dist 12)</p> | <p>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.</p> | <p>Senate Transportation and Infrastructure Development</p> | <p>Watch</p> | <p>Extends current public-private partnership law indefinitely.</p> |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---------------------------------------|--|-------------------------------------|----------|--|
| SCA 5 Amended: 7/16/2015 pdf html | Hancock D (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. |
| SCAX1.1 Introduced: 6/19/2015 pdf html | Huff R (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 Appropriations | Support | Intended to protect new revenues generated by new transportation taxes or fees. |

Total Measures: 122**Total Tracking Forms: 122**



Memorandum

Date: 03.17.2016 **RE:** Citizens Advisory Committee
March 23, 2016

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have six requests totaling \$1,994,954 in Prop K and AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority are requesting a total of \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for the Pedestrian Safety in SOMA Youth and Family Zone project. The SFMTA will use \$48,000 of the NTIP funds to obtain community input to inform the Folsom-Howard Streetscape Project. The Transportation Authority will use \$52,000 of the NTIP funds to develop recommendations for improving safety at three to five ramp intersections within the Zone. The SFMTA has also requested \$491,757 in Prop AA funds for design work to upgrade up to 25 painted safety zones to permanent bulb-outs on Pedestrian High Injury Corridors throughout the city and \$163,358 in Prop AA funds for construction of the Mansell Corridor Improvement project. San Francisco Public Works has requested \$1,029,839 in Prop AA funds for construction of phase four of Chinatown Broadway Street Improvements. Finally, we are requesting \$210,000 in Prop K funds for the Treasure Island Mobility Management Program for design engineering and environmental activities through Fiscal Year 2016/17 related to the implementation of congestion pricing and related transportation improvements on the Island.

BACKGROUND

We have received six requests for a combined total of \$310,000 in Prop K funds and \$1,684,954 in Prop AA funds to present to the Citizens Advisory Committee (CAC) at its March 23, 2016 meeting, for potential Board approval on April 26, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Transportation Demand Management/Parking Management
- Transportation/ Land use Coordination
- Prop AA Pedestrian Safety

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K and Prop AA programmatic categories is a prerequisite for allocation of funds from these categories.

DISCUSSION

The purpose of this memorandum is to present three Prop K requests totaling \$310,000 and three Prop AA requests totaling \$1,684,954 to the CAC and to seek a motion of support to allocate or appropriate the funds as requested. Attachment 1 summarizes the six requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Treasure Island Mobility Management Program (TIMMP) (SFCTA): The Transportation Authority, in its role as the Treasure Island Mobility Management Agency, has been charged with developing an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Treasure Island/Yerba Buena Island Development Project. Conceptual design of the project is nearing completion, and we are requesting \$210,000 in Prop K funds to initiate the design engineering and to contribute to related staff and consultant costs through Fiscal Year 2016/17 for development of the System Engineering Management Plan, the environmental scope of work, and the System Integrator Request for Proposals. The requested Prop K funds would allow the project to proceed on schedule as we work to secure additional funding for the entirety of the TIMMP.

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

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$48,000 in Fiscal Year (FY) 2015/16 Prop K sales tax funds and \$1,684,954 in FY 2015/16 Prop A vehicle registration funds, with conditions, for four requests, and appropriate \$262,000 in FY 2015/16 Prop K funds for two requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries – FY 2015/16, shows the total approved FY 2015/16 allocations and appropriations to date for both programs, 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 recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$48,000 in Prop K funds and \$1,684,954 in Prop AA funds, with conditions, for four requests, and appropriation of \$262,000 in Prop K funds for two requests.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/Prop AA Allocation Summaries – FY 2015/16
5. Prop K/Prop AA Allocation Request Forms (6)

| Source | EP Line No./Category ¹ | Project Sponsor ² | Project Name | Current Prop K Request | Current Prop AA Request | Total Cost for Requested Phase(s) | Leveraging | | Phase(s) Requested | District |
|--------------|-----------------------------------|------------------------------|---|------------------------|-------------------------|-----------------------------------|---|--|--------------------------|-----------|
| | | | | | | | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase(s) ⁴ | | |
| Prop K | 43 | SFCTA | Treasure Island Mobility Management Program | \$ 210,000 | \$ - | \$ 5,659,654 | 54% | 96% | Design and Environmental | 6 |
| Prop K | 44 | SFMTA | Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [N'TIP Planning] | \$ 48,000 | \$ - | \$ 48,000 | 40% | 0% | Planning | 6 |
| Prop K | 44 | SFCTA | Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [N'TIP Planning] | \$ 52,000 | \$ - | \$ 73,340 | 40% | 29% | Planning | 6 |
| Prop AA | Ped | SFMTA | Bulb-outs at WalkFirst Locations | \$ - | \$ 491,757 | \$ 491,757 | NA | 0% | Design | Citywide |
| Prop AA | Ped | SFPW | Chinatown Broadway Phase IV | \$ - | \$ 1,029,839 | \$ 7,275,558 | NA | 86% | Construction | 3 |
| Prop AA | Ped | SFMTA | Mansell Corridor Improvement | \$ - | \$ 163,358 | \$ 5,826,409 | NA | 97% | Construction | 9, 10, 11 |
| TOTAL | | | | | | \$ 310,000 | \$ 1,684,954 | \$ 19,374,718 | | |

Footnotes

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

² Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|-----------------------|-----------------|--|------------------------|-------------------------|---|
| 43 | SFCTA | Treasure Island Mobility Management Program | \$ 210,000 | \$ - | Funds will be used for the design engineering and environmental phase of the Treasure Island Mobility Management Program. The scope of work includes civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and the final System Engineering Management Plan. We anticipate that the design and environmental phases will be completed by June 2017, with the project open for use (start of operations) in January 2019. |
| 44 | SFMTA | Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning] | \$ 48,000 | \$ - | The SFMTA is requesting a portion of the District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds for community-based planning for Folsom/Howard Streets. This project will engage relevant stakeholders to obtain further community input from within the SOMA Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to community assets (e.g. schools, recreation centers, etc.) within the zone. SFMTA anticipates completing the planning phase for this project June 2017. |

Attachment 2: Brief Project Descriptions¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|-----------------------|-----------------|--|------------------------|-------------------------|---|
| 44 | SFCTA | Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning] | \$ 52,000 | \$ - | Requested NTIP planning funds will fund the Vision Zero Ramp Intersection Study which will develop recommendations for improving safety at three to five ramp intersections in the SOMA Youth and Family Zone. Likely study locations include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10th and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, and are proximate to sensitive uses (e.g., senior centers, schools, etc.). The final report is anticipated by June 2017. |
| Ped | SFMTA | Bulb-outs at WalkFirst Locations | \$ - | \$ 491,757 | The SFMTA is requesting funds for the design phase to upgrade up to 25 existing painted safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city. See page X of the packet for the list of potential intersections where concrete bulbouts have been planned and legislated. The SFMTA will select the highest priority locations with collision patterns that warrant upgrade. Design would begin in spring 2016, with construction expected to begin in spring 2018. Construction would be funded with SFMTA revenue bonds. |
| Ped | SFPW | Chinatown Broadway Phase IV | \$ - | \$ 1,029,839 | Funds will leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and a state Safe Routes to School grant to fully fund streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. SFPW is requesting additional Prop AA funds to cover higher than anticipated bids. SFPW plans to begin construction in June 2016 and finish by April 2017. |

Attachment 2: Brief Project Descriptions¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|-----------------------|-----------------|------------------------------|------------------------|-------------------------|--|
| Ped | SFMTA | Mansell Corridor Improvement | \$ - | \$ 163,358 | Requested funds will leverage OBAG funds, prior Prop AA and Prop K allocations, Urban Greening grant, and Recreation and Park Department funds to fully fund complete street improvements on Mansell between Visitation Ave and Dublin Street. The construction contract was awarded in August 2015 and construction is underway. The SFMTA is requesting additional Prop AA funds to cover higher than anticipated bids. The project is expected to be open for use by August 2016. |
| TOTAL | | | \$ 310,000 | \$ 1,684,954 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Prop AA Funds Recommended | Recommendation |
|-----------------------|-----------------|--|--------------------------|---------------------------|---|
| 43 | SFCTA | Treasure Island Mobility Management Program | \$ 210,000 | \$ - | We are recommending a multi-phase allocation for environmental and design phases given the concurrent nature of the work. |
| 44 | SFMTA | Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning] | \$ 48,000 | \$ - | |
| 44 | SFCTA | Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning] | \$ 52,000 | \$ - | |
| Ped | SFMTA | Bulb-outs at WalkFirst Locations | \$ - | \$ 491,757 | Our recommendation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016. |
| Ped | SFPW | Chinatown Broadway Phase IV | \$ - | \$ 1,029,839 | Our recommendation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016. |
| Ped | SFMTA | Mansell Corridor Improvement | \$ - | \$ 163,358 | Our recommendation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016. |
| TOTAL | | | \$ 310,000 | \$ 1,684,954 | |

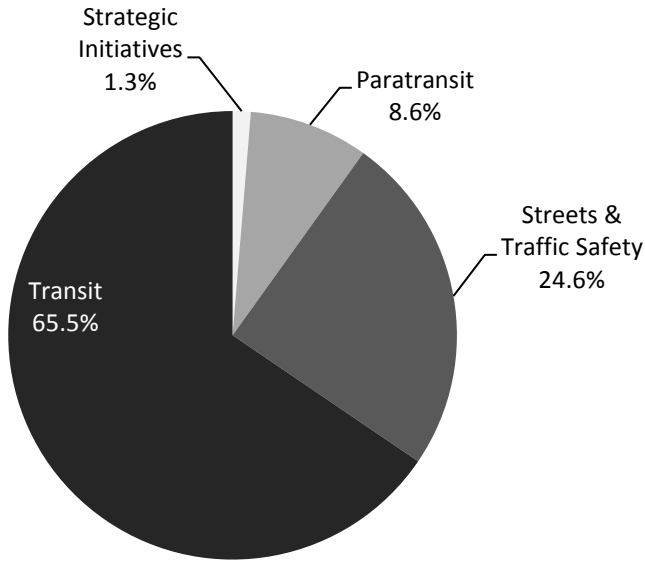
¹ See Attachment 1 for footnotes.

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

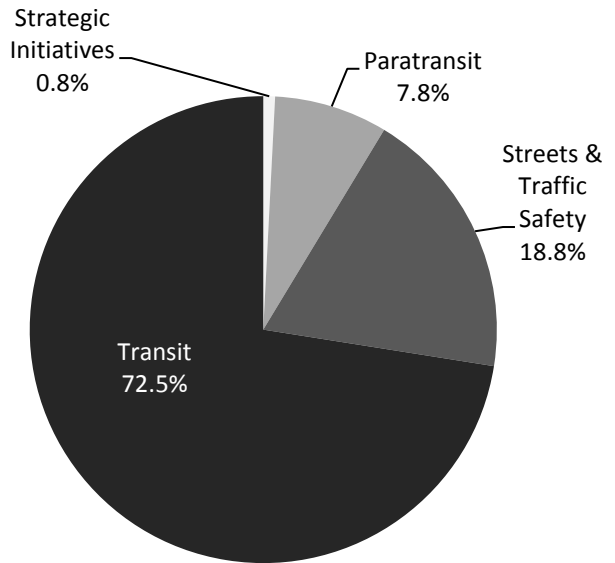
| PROP K SALES TAX | | | | | | |
|-------------------------|----------------|-------------------|-------------------|-------------------|-------------------|----------------|
| | | CASH FLOW | | | | |
| | Total | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 | 2019/20 |
| Prior Allocations | \$ 189,066,527 | \$ 95,019,629 | \$ 81,006,158 | \$ 12,760,186 | \$ 150,577 | \$ 32,495 |
| Current Request(s) | \$ 310,000 | \$ 127,000 | \$ 173,000 | \$ 10,000 | \$ - | \$ - |
| New Total Allocations | \$ 189,376,527 | \$ 95,146,629 | \$ 81,179,158 | \$ 12,770,186 | \$ 150,577 | \$ 32,495 |

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

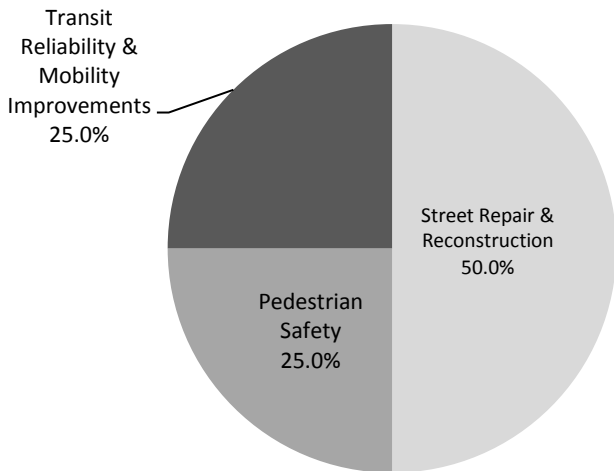


PROP AA VEHICLE REGISTRATION FEE

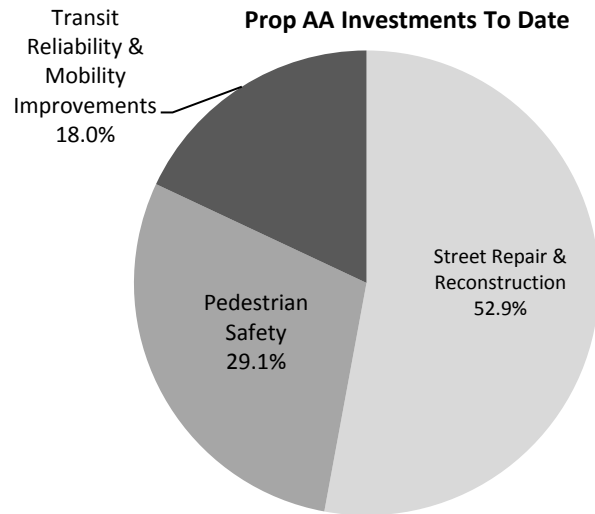
| | Total | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 |
|-----------------------|--------------|-------------------|-------------------|-------------------|-------------------|
| Prior Allocations | \$ 1,094,980 | \$ 221,750 | \$ 729,730 | \$ 71,750 | \$ 71,750 |
| Current Request(s) | \$ 1,684,954 | \$ 200,662 | \$ 1,484,292 | \$ - | \$ - |
| New Total Allocations | \$ 2,779,934 | \$ 422,412 | \$ 2,214,022 | \$ 71,750 | \$ 71,750 |

The above table shows total cash flow for all FY 2015/16 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



Attachment 5
Prop K Grouped Allocation Requests
April 2016 Board Action

Table of Contents

| No. | Fund Source | Project Sponsor¹ | Expenditure Plan Line Item/ Category Description | Project Name | Phase | Funds Requested |
|------------------------|--------------------|------------------------------------|---|--|--------------------------|------------------------|
| 1 | Prop K | SFCTA | TDM/ Parking Management | Treasure Island Mobility Management Program | Design and Environmental | \$ 210,000 |
| 2 | Prop K | SFMTA | Transportation/ Land Use Coordination | Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning] | Planning | \$ 48,000 |
| 3 | Prop K | SFCTA | Transportation/ Land Use Coordination | Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning] | Planning | \$ 52,000 |
| 4 | Prop AA | SFMTA | Pedestrian Safety | Bulb-outs at WalkFirst Locations | Design | \$ 491,757 |
| 5 | Prop AA | SFPW | Transit Reliability and Mobility Improvements | Chinatown Broadway Phase IV | Construction | \$ 7,275,558 |
| 6 | Prop AA | SFMTA | Transit Reliability and Mobility Improvements | Mansell Corridor Improvement | Construction | \$ 5,826,409 |
| Total Requested | | | | | | \$ 13,903,724 |

¹ Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

This request is Phase II of the Treasure Island Mobility Management Program. Phase II includes four elements with the following key deliverables:

Element 1, Governance/Administration/Outreach: Deliverables include Treasure Island Mobility Management Agency (TIMMA) project management; Agency and public outreach; regular Treasure Island Development Authority (TIDA) and TIMMA Board, Technical Advisory Committee, and Community Advisory Board meetings; and operating agreements with agency partners.

Element 2, Planning: Deliverables include development of program policies for the first 5 years of program launch; development of the Affordability Program and Transit Pass; Transportation Demand Management (TDM) plans; and transit service plans.

Element 3, Engineering: Deliverables include procurement of the System Integrator; final civil engineering Plans, Specifications and Estimates; Project Approvals and Environmental Document approvals; final System Engineering, including System Requirements; and final System Engineering Management Plan (SEMP).

Element 4, Construction: Deliverables include Final System Integration.

A detailed scope of work is attached. The requested Prop K funds would be used for Element 3, Engineering. This request funds useful deliverables, including the SEMP; and System Integrator request for proposals. This request allows the project to proceed on schedule as we work to secure additional funding. Approximately 20% of the work will be completed by SFCTA staff and 80% by outside consultants.

SCOPE OF WORK: TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM

TIMMA Overview and Background

In June 2011, the San Francisco Board of Supervisors (BOS) voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project (Development Project), entered into a Disposition and Development Agreement, and upheld the certification of the Development Project's Environmental Impact Report. The Development Project includes 8,000 new housing units (at least 25% below market rate), 207,000 square feet of retail, 244,000 square feet of adaptive reuse, up to 500 hotel rooms, up to 100,000 square feet of office space and over 300 acres of public open space. The Treasure Island Transportation Implementation Plan (Transportation Plan), adopted as part of the development projects' approvals, will allow development to occur without further straining the congested Bay Bridge travel corridor, and while simultaneously advancing sustainability in the region.

The centerpiece of this innovative approach to mobility is an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required transit pass purchase for residents, and pricing of all parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island.

Under AB 981, these transportation services and policies (Transportation Program) are to be implemented by a Treasure Island Mobility Management Agency (TIMMA). On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the TIMMA to implement elements of the Transportation Plan in support of the Development Project.

On September 19, 2014 Governor Brown signed AB 141 (Ammiano), establishing TIMMA as an agency legally distinct from the Transportation Authority.

TIMMA Purpose

The purpose of the TIMMA is to implement the comprehensive and integrated Transportation Program outlined in the Transportation Plan to manage travel demand on Treasure Island as development occurs. As described in the enabling legislation, AB 981, the goals of a Treasure Island Mobility Management Program are to:

- Develop a comprehensive set of Transportation Demand Management (TDM) programs to encourage and facilitate transit use and to minimize the environmental and other impacts of private motor vehicles traveling to, from, and on Treasure Island.
- Manage Treasure Island-related transportation in a sustainable manner, with the goal of reducing vehicle miles traveled and minimizing carbon emissions and impacts on air and water quality.
- Create a flexible institutional structure that can set parking and congestion pricing rates, monitor the performance of the transportation program, collect revenues, and direct revenues to transportation services and programs serving Treasure Island.
- Promote multimodal access to, from, and on Treasure Island by a wide range of local, regional, and statewide visitors by providing a reliable source of funding for transportation services and programs serving Treasure Island that will include bus transit service provided by the San Francisco Municipal Transportation Agency (SFMTA) and ferry service.

To carry out pre-implementation planning on TIMMA and TIDA's behalf, the Transportation Authority Board and TIDA Board authorized an operating Memoranda of Agreement (MOA) between the Transportation Authority and TIDA in 2011, through Resolution 12-25, and in 2012, through Resolution 13-01. In each of those fiscal years, Transportation Authority staff carried out a scope of pre-implementation work funded by TIDA, including successful grant applications to the Federal Highway Administration and Metropolitan Transportation Commission (MTC) for planning and preliminary engineering work. With the Fiscal Year 2013/14 work program, authorized through Resolution 14-53, the Transportation Authority initiated Phase 1 policy and financial analysis, funded by the two grant awards: a FHWA Value Pricing Pilot Program (VPPP) and a MTC Priority Development Area (PDA) planning grant, matched by a TIDA contribution.

The Treasure Island Mobility Management Program includes three elements:

1. **Governance, Administration, and Outreach**
2. **Planning**
3. **Engineering**

Furthermore, the TIMM Program work in these three elements is carried out in Phases:

Phase I: Conceptual Design

Phase II: PA&ED and Engineering Design / System Integration

Phase III: Operation

The scope, status, and expected completion date of activities within each element by Phase are described below.

PHASE I

Element 1: Governance, Administration, and Outreach

Start Date: FY 2013/14 Q1

End Date: FY 2015/16 Q4

In Phase 1, the Governance element includes:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Legally forming the TIMMA as a new agency, including agency designation, clean-up legislation, code adoption, and agency initiation activities (organizational structure, staffing and budgeting), and meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Policy agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

Element 2: Planning

This element of the Program completes the planning work necessary to develop Buildout Year Program policies and complete the Buildout Year financial feasibility analysis for the Program.

Start Date: FY2013/14 Q2

End Date: FY2015/16 Q4

Element 3: Engineering

Start Date: FY 2013/14 Q4

End Date: FY 2015/16 Q4

This Task will prepare key preliminary engineering documents for the Mobility Management Program: the ConOps and the draft SEMP.

PHASE II**Element 1: Governance, Administration, and Outreach**

In Phase 1, the Governance element will include:

- Ongoing Program Management activities, including work plan development, funding advocacy, budgeting, staff management, oversight, and communications.
- Meetings of the TIMMA Board.
- Development of funding strategy and fund raising.
- Operating agreements with partner and future operating agencies.
- Agency stakeholder and public outreach, including: regular meetings with the TIDA Board, Community Advisory Board, and SFCTA CAC (if applicable) and Board; and establishment and regular meetings of a project Technical Advisory Committee (TAC).

Task 1.1 – Project Management

Start Date: FY 2016/17 Q1

End Date: FY 2018/19 Q4

This task includes the development of the project work plan, schedule and budget for all phases of the project. The overall project schedule will reflect deliverables and key milestones for all organizational, planning and engineering tasks associated with the TIMMA Program and will include key milestones associated with the overall Treasure Island Development and related infrastructure improvements. This task also includes all team check-in and status meetings required to review the project/program status and deliverables.

Deliverables:

Project Work Plan, Schedule and Budget (ongoing)

Weekly/Monthly Team Meetings as required

Task 1.2 – Agency Operation

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes ongoing operational activities: TIMMA Board meetings, contract and grant administration; and auditing.

Deliverables:

TIMMA Board meetings (ongoing)

Contract Administration (ongoing)

Task 1.3 – Financial Planning and Programming

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to maintain the TIMMA funding strategy, and seek funding.

Deliverables:*Funding Strategy revisions as applicable**Grant Applications***Task 1.4 – Partner Agreements**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

The purpose of this task is to prepare required agreements between TIMMA and partner agencies, including: TIDA; Caltrans; SFMTA; AC Transit; WETA; BATA; MTC; DPW; and other agencies as applicable. Procurement and Operating MOA follow policy MOUs developed in Phase I. Some operating MOA may be developed as part of Phase III.

Deliverables:*Procurement and Operating MOAs with TIDA; Caltrans; SFMTA; AC Transit; WETA; and BATA***Task 1.5 – Public Outreach**

Start Date: FY 2016/17 Q1

End Date: FY 2017/18 Q4

This task includes all activities related to public and partner stakeholder outreach including development of outreach and educational materials. Outreach activities will include community meetings, development of educational materials and a program website. Educational briefing will be made to partners and stakeholders including the CAC, the TIDA Board and partner agency Boards. A TAC has been established to review all planning and development deliverables and to provide feedback on the program development. TAC members include FHWA, Caltrans, MTC and the Bay Area Toll Authority (BATA), the Association of Bay Area Governments (ABAG), the San Francisco Municipal Transportation Agency (SFMTA), AC Transit, the Water Emergency Transportation Authority (WETA), TIDA, and Treasure Island Community Development (TICD).

Deliverables:*Communications and Marketing Plan FY 16/17 Q3**Communications collateral materials (website, fact sheet)**Community and Partner Stakeholder Meetings/Presentations**Quarterly TAC meetings***Element 2: Planning**

This element of the Program will complete the planning work necessary to develop initial year Program policies and complete the design of the parking, transit pass, and affordability components of the TIMM Program.

Task 2.1-Mobility Management Program 10 Year Implementation Plan and Policies

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q4

Phase I prepares demand and financial analysis of the TIMM Programs' buildout year, and recommends TIMM Program toll policies to ensure that transportation system and financial performance measures are met in the long run. The purpose of this task is to determine how toll policies will be phased in as Island development is introduced in Phases. This Task will refine the Buildout Year toll policies based on changing transportation service and financial needs in the first 5 years of TIMM Program operation.

Task 2.1.2 – Demand Analysis

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

The objective of this task is to analyze the demand profiles of mobility management scenarios during the first 5 years of TIMM Program operation (e.g., as new land uses and transit services are introduced on the Islands in phases).

This task will make use of the SFCTA's SF-CHAMP travel demand forecasting model. The Transportation Authority will oversee a Consultant to prepare modeling inputs, outputs, and analysis.

Deliverables

Up to seven SF-CHAMP model runs (scenarios)

Model outputs

Memorandum summarizing scenario definitions and demand profiles

Task 2.1.3 – Financial Analysis

Start Date: FY 2015/16 Q4

End Date: FY 2017/18 Q2

This task will revise the estimates of cost by year to implement and operate the entire Mobility Management Program during the first 5 years of operation. This estimate will utilize the financial model developed in Phase I.

The objective of this task is to analyze the financial profile of the Transportation Program Alternative Scenarios identified in previous tasks, and test any further policy options. The outcome of this task will support a revised Project Description that is sufficiently detailed to complete final Program Policy Development

This task will use the previously developed financial model to test alternative scenarios in each of the horizon years identified in Task 2.1.2, using variations of inputs including: pricing policies, demands, capital costs, financing/return on investment costs (if any), and operating and maintenance costs prepared as part of the other activities in the pre-implementation scope of work.

This task will be conducted iteratively with other Element 2 sub-tasks to understand the effects of alternative fee structures, discounts, pace of growth and other policies on the financial sustainability of the Program.

Based on results of financial analysis, this task will recommend refinements to the Project Description and provide assumptions about the Program's financial profile, project delivery approach, schedule and funding plan.

Task 2.1.4 – Transportation Program Revised Project Description (Policies) and Final Report

Start Date: FY 2013/14 Q3

End Date: FY 2014/15 Q4

This task will revise the initial Project Description developed in Phase I Task 2.1 based on the results of Tasks 2.2 through 2.4. The revised Project Description will include a discussion of program recommendations that will be the basis of the Final Program Policies. .

This task will produce a final study report that summarizes the findings of Study analyses and recommends program policies in an executive summary for consideration by the TIMMA Board of Directors and other stakeholders. The reports will include summaries of cost estimates and financial analysis completed in earlier tasks.

Deliverables:

TIMM Program 10 Year Implementation and Phasing Plan

Treasure Island Mobility Management Program toll policies for first 5 years of program operation

*Memorandum describing financial analysis framework, Scenario definitions, financial assumptions, and results
Final Study Report with technical appendices (Complete)*

This Task also includes supporting SFMTA's development of TIMM Program parking policies, and leading the design of:

- The required pre-paid transit pass
- Transportation Affordability Program
- Evaluation and monitoring plan

Task 2.2 – Transit and Shuttle Service

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task includes transit demand, service, cost, and revenue analysis for the first 5 years of TIMM Program operation. This task will recommend transit service levels based on forecasts of transit demand on a rolling 5 year basis, and estimate transit operating costs and expected revenues. This task will include:

- Evaluation of options for initial ferry service delivery; recommend initial ferry service delivery approach
- Evaluation of and recommendation for initial ferry vessel procurement approach
- Support to WETA in developing a Ferry Service Phasing Plan
- Support to AC Transit in evaluating initial AC Transit service options and developing AC Transit Service Plan
- Development of Shuttle Service Program

Deliverables:

Memorandum

Transit service plans

Transit service cost and revenue projections

Ferry procurement and early year delivery approach

Task 2.3 – Transit Pass and Transportation Affordability Program (TAP) Design

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q2

This task will design the required pre-paid Treasure Island transit pass as well as the Transportation Affordability Program (TAP) for residents of below-market rate housing. The Planning study in Phase I recommended a TAP that would reduce transportation cost burden for residents of BMR housing. The program would take the form of a cafeteria plan with discounts on multiple modes of travel, such as: carshare membership discounts; a transit-for-toll-credit program; bike share discounts; and a discount on the required pre-paid transit pass for BMR residents. Study will identify the transit pass monthly benefit amount and phasing. The plan will also identify technology options and regional integration needs.

This task will include an analysis of transit fare policy and will recommend transit fare levels.

Deliverables:

TI Transit Pass policies

Transit fare policy

TAP program design and cost estimate

Task 2.4 – Bicycle Access

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q2

This task involves supporting TIDA, TICD, and SFMTA in the design and implementation of bicycle infrastructure on Yerba Buena Island.

Deliverables:

Meetings and briefings with project partners as required.

Task 2.5 – Parking Policies

Start Date: FY 2015/16 Q3

End Date: FY 2015/16 Q4

This Task includes support for SFMTA’s development of a Parking Management Plan (PMP). The PMP will define parking roles and responsibilities; identify parking phases through buildout; and recommend parking policies, including rate policy and approach to operations, enforcement, and management oversight.

Deliverables:

Parking Management Plan

Task 2.6 – Monitoring and Evaluation Plan

Start Date: FY 2015/16 Q3

End Date: FY 16/17 Q2

This Task includes the development of the Program Monitoring and Evaluation Plan called for in the TITIP and DDA. The activities will include defining roles and responsibilities of TIMMA and TICD, development of performance measures and completion of an evaluation plan.

Deliverables:

Program Performance Measures

Monitoring and Evaluation Plan

Start Date: FY 2015/16 Q3

End Date: FY 2017/18 Q2

This Task will prepare final civil engineering Plans, Specifications and Estimates, System Engineering (System Requirements, Final Systems Engineering Management Plan, and System Integration) and Project Approvals and Environmental Document approval.

Task 3.1 Final PS&E

Start Date; FY 2015/16 Q4

End Date: FY 2016/17 Q4

This Task includes preparing final engineering drawings, location and layout sheets, civil and electrical drawings for capital improvements

Deliverables:

Final Plans, Specifications and Estimate for Civil work

Task 3.2 – Environmental Approvals

Start Date: FY 2015/16 Q4

End Date: FY 2016/17 Q4

Deliverables:

- Environmental clearance (NEPA): Notice of Intent; CatEx or Draft EIS

Task 3.3 – System Requirements and SEMP

Start Date: FY 2015/16 Q3

End Date: FY 2016/17 Q3

Deliverables:

- Final System Requirements to be incorporated into System Integrator RFP
- Final SEMP.

Task 3.4 – Bid Documents

Start Date: FY 2016/17 Q1

End Date: FY 2016/17 Q3

Deliverables:

- Prepare System Integrator RFP
- System Integrator Procurement and Contract.

Element 4: Construction**Task 4.1 – Advertise Construction**

Start Date: FY 2016/17 Q 3

End Date: FY 2017/18 Q1

Deliverables:

Final System Integrator Contract

Task 4.2 – Final System Integration

Start Date: FY 2017/18 Q2

End Date: FY 2018/19 Q2

This Task includes final system design by the System Integrator, testing, installation, integration and final commissioning

Deliverables

- Approved Final System Design
- Approved Factory Acceptance Test
- Approve Field Acceptance Test
- Commissioning of System

PHASE III:

The remaining scope of work after Phase II includes the operation phase of the Program. It reflects an anticipated opening date of approximately January 2019 to correspond to first development occupancy.

Activities include:

- Management and Operation of the toll facility
- Management and Oversight of TDM, Carshare, BikeShare and Equity Programs

- Management and Coordination of Program Monitoring and Performance Evaluation
- Management and Coordination of Transit and Parking elements of the Program
- Funding and Budget Controls
- Project Management
- Outreach and Communications

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : CEQA completed; NEPA clearance required. Document type TBD.

Status: NEPA to be completed in Phase 2

PROJECT DELIVERY MILESTONES

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

| | Start Date | | End Date | |
|--|------------|-------------|----------|-------------|
| | Quarter | Fiscal Year | Quarter | Fiscal Year |
| Planning/Conceptual Engineering | 1 | 2013/14 | 3 | 2015/16 |
| Environmental Studies (PA&ED) | 4 | 2015/16 | 4 | 2016/17 |
| R/W Activities/Acquisition | | | | |
| Design Engineering (PS&E) | 4 | 2015/16 | 4 | 2016/17 |
| Prepare Bid Documents | 1 | 2016/17 | 3 | 2016/17 |
| Advertise Construction | 3 | 2016/17 | | |
| Start Construction (e.g., Award Contract) | 2 | 2017/18 | | |
| Procurement (e.g. rolling stock) | | | | |
| Project Completion (i.e., Open for Use) | | | 2 | 2018/19 |
| Project Closeout (i.e., final expenses incurred) | | | 2 | 2019/20 |

SCHEDULE COORDINATION/NOTES

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

For the purpose of this section, the PS&E schedule refers to Design Engineering for the Civil Work, Prepare Bid Documents refers to the development of the RFP for the System Integrator; Advertise Construction refers to the Procurement of the System Integrator; and Start Constructions refers to the start of the System Integrator work including final toll system design, testing, installation and integration.
 Project Completion refers to the completion of the physical infrastructure and opening of the facility
 Project Closeout includes 1 year warranty period after facility opens prior to final acceptance of facility
 Planning/ Concept Engineering.
 - Phase 1, Planning/Concept Eng to be completed between July 2013 and March 2016.
 - Phase 2 will continue from March 2016 through first occupancy in January 2019.
 See scope for schedule detail on other project phases.

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

Implementing Agency: San Francisco County Transportation Authority

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

| | Yes/No | Cost for Current Request/Phase | | |
|---------------------------------|--------|--------------------------------|--------------------------|---------------------------|
| | | Total Cost | Prop K - Current Request | Prop AA - Current Request |
| Planning/Conceptual Engineering | | | | |
| Environmental Studies (PA&ED) | Yes | \$ 2,117,582 | \$105,000 | |
| Design Engineering (PS&E) | Yes | \$ 3,542,073 | \$105,000 | |
| R/W Activities/Acquisition | | | | |
| Construction | | | | |
| Operations | | | | |
| | | \$5,659,654 | \$210,000 | \$0 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost | Source of Cost Estimate |
|---------------------------------|----------------------|--------------------------------------|
| Planning/Conceptual Engineering | \$ 2,050,000 | Actual |
| Environmental Studies (PA&ED) | \$ 2,117,582 | CER equivalent |
| Design Engineering (PS&E) | \$ 3,542,073 | CER equivalent / Engineer's estimate |
| R/W Activities/Acquisition | | |
| Construction | \$ 8,321,345 | CER equivalent / Engineer's estimate |
| Operations | \$ 1,462,000 | CER equivalent / Engineer's estimate |
| Total: | \$ 17,493,000 | |

% Complete of Design: 5 as of 2/17/16

Expected Useful Life: 10 Years

Cost summary is for Phase 1, Phase 2, and the first year of Phase 3

| Task | Phase | | | Total |
|---------------------------------|---------------------|----------------------|---------------------|----------------------|
| | I | II | III | |
| Planning/Conceptual Engineering | \$ 2,050,000 | | | \$ 2,050,000 |
| Environmental Studies | | \$ 2,117,582 | | \$ 2,117,582 |
| Design Engineering | | \$ 3,542,073 | | \$ 3,542,073 |
| Construction | | \$ 8,321,345 | | \$ 8,321,345 |
| Operations | | | \$ 1,462,000 | \$ 1,462,000 |
| Total | \$ 2,050,000 | \$ 13,981,000 | \$ 1,462,000 | \$ 17,493,000 |

See attached budget detail for the Design Engineering phase in Phase 2 of the project (the subject of this request).

Because this is a systems project, not a primarily civil project, the cost is in the design and development of software, rather than capital construction. The share of costs per phase is consistent with rules of thumb for systems projects. Systems integration costs are included in the capital construction line item since for a systems project, these costs are equivalent to capital construction.

TIMMA PHASE II BUDGET

| | | Phase II | | | | |
|--|------|---|--|----------------|--------------|---------------------|
| | | Environmental (includes Project Mgmt and Planning) (subject of current request) | Design Engineering (subject of current request) | Construction | Total | |
| Staff Budget by Position | FTE | FY16/17 Fully Burd Rate | Estimated Cost | Estimated Cost | | Total |
| Exec Dir | 0.06 | 274.48 | \$ 36,812 | \$ - | | \$ 36,812 |
| Deputy Directors | 0.50 | 218.95 | \$ 127,705 | \$ 49,640 | \$ 49,640 | \$ 226,986 |
| Deputy Director - Capital Projects | 0.08 | 235.78 | \$ 13,582 | \$ 13,582 | \$ 13,582 | \$ 40,745 |
| Asst Deputy Director | 0.02 | 179.70 | \$ 7,800 | \$ - | | \$ 7,800 |
| Sr. Engineer | 1.16 | 151.18 | \$ 14,839 | \$ 175,123 | \$ 175,123 | \$ 365,086 |
| Pr. Planner | 1.27 | 151.18 | \$ 396,213 | \$ 3,450 | | \$ 399,663 |
| Sr. Mgmt Analyst | 0.15 | 121.05 | \$ 37,934 | \$ - | | \$ 37,934 |
| Communications Manager | 0.24 | 151.18 | \$ 75,239 | \$ - | | \$ 75,239 |
| Sr. Graphic Design | 0.08 | 121.05 | \$ 21,018 | \$ - | | \$ 21,018 |
| Planners | 1.59 | 112.40 | \$ 370,800 | | | \$ 370,800 |
| Sr Planner | 0.22 | 130.35 | \$ 60,353 | \$ - | | \$ 60,353 |
| Grad Intern | 0.89 | 65.00 | \$ 120,382 | \$ - | | \$ 120,382 |
| Staff Subtotal | | | \$ 1,282,677 | \$ 241,796 | \$ 238,345 | \$ 1,762,818 |
| Consultant Budget | | | Estimated Cost | Estimated Cost | | Total |
| PM Support / Advising | 250 | | \$ 150,800 | \$ 182,000 | \$ 182,000 | \$ 514,800 |
| Planning Professional Services | | | \$ 161,886 | | | \$ 161,886 |
| Monitoring and Evaluation Plan | | | | \$ 51,333 | | \$ 51,333 |
| 10 Year Implementatin Plan | | | | \$ 26,714 | | \$ 26,714 |
| Transit Pass and Affordability Program | | | | \$ 131,200 | | \$ 131,200 |
| Systems Engineering | | | | \$ 1,016,404 | | \$ 1,016,404 |
| Environmental | | | \$ 130,000 | | | \$ 130,000 |
| Civil Engineering | | | | \$ 200,000 | | \$ 200,000 |
| Systems Integration | | | | | \$ 5,000,000 | \$ 5,000,000 |
| Civil Construction | | | | | \$ 2,000,000 | \$ 2,000,000 |
| Project Controls | 200 | | | \$ 27,000 | | \$ 27,000 |
| Legal Counsel | | | | \$ 104,200 | | \$ 104,200 |
| Audit | 200 | | | \$ 22,000 | | \$ 22,000 |
| Insurance | | | | \$ 22,000 | | \$ 22,000 |
| Misc | | | \$ 11,200 | \$ 24,500 | | \$ 24,500 |
| Outreach and Communications | | | \$ 143,000 | | | \$ 143,000 |
| Consultants Subtotal | | | \$ 596,886 | \$ 1,807,352 | \$ 7,182,000 | \$ 9,575,037 |
| Contingency (18%) | | | \$ 238,019 | \$ 1,492,925 | \$ 901,000 | \$ 2,631,944 |
| Grand Total | | | \$ 2,117,582 | \$ 3,542,073 | \$ 8,321,345 | \$ 13,981,000 |

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

FY 2015/16

Project Name: Treasure Island Mobility Management Program

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$210,000

5-Year Prioritization Program Amount: \$210,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

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

| Fund Source | Planned | Programmed | Allocated | Total |
|-----------------|-------------|------------|-----------|-------------|
| Prop K | | \$210,000 | | \$210,000 |
| TIDA/TICD Funds | \$1,500,000 | | | \$1,500,000 |
| TBD | \$3,949,654 | | | \$3,949,654 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total: | \$5,449,654 | \$210,000 | \$0 | \$5,659,654 |

TBD could include additional funds from TIDA/TIDC, state cap and trade, federal Advanced Transportation Technologies for Congestion Management, and/or federal Transportation Investment Generating Economic Recovery (TIGER) funds, for which the SFCTA is actively applying in order to complete the Design and Environmental phases. These sources would be matched by planned local developer funds.

Actual Prop K Leveraging - This Phase: 96.29%

Expected Prop K Leveraging per Expenditure Plan: 54.33%

\$5,659,654
Total from Cost worksheet

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

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

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-----------|----------------------|----|
| | | % | \$ |
| | | | |
| | | | |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

| Fund Source | Planned | Programmed | Allocated | Total |
|--|--------------|------------|-------------|---------------|
| Prop K | | \$210,000 | \$150,000 | \$360,000 |
| Federal/State | | | \$980,000 | \$980,000 |
| TIDA / TIDC | \$1,500,000 | | \$1,250,000 | \$2,750,000 |
| TBD | \$13,403,000 | | | \$13,403,000 |
| TBD could include additional funds from TIDA/TIDC, state cap and trade, federal Advanced Transportation Technologies for Congestion Management, and/or federal Transportation Investment Generating Economic Recovery (TIGER) funds, for which the SFCTA is actively applying in order to complete the Design and Environmental phases. These sources would be matched by planned local developer funds. | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | | \$210,000 | \$2,380,000 | \$ 17,493,000 |

| | | |
|--|--------|---------------------------|
| Actual Prop K Leveraging - Entire Project: | 97.94% | \$ 17,493,000 |
| Expected Prop K Leveraging per Expenditure Plan: | 54.33% | Total from Cost worksheet |
| Actual Prop AA Leveraging - Entire Project: | NA | |

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$210,000

| Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule | | | |
|---|------------------|-----------------------|-----------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2015/16 | \$105,000 | 50.00% | \$105,000 |
| FY 2016/17 | \$105,000 | 50.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$210,000 | | |

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| | Amount | Phase: |
|---|------------------|----------|
| Funding Recommended: Prop K Appropriation | \$210,000 | Multiple |
| Total: | \$210,000 | |

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

We are recommending concurrent allocations for Design and Environmental phases due to the concurrent nature of the work.

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|-----------|
| Prop K EP 43 | FY 2015/16 | \$105,000 | 50.00% | \$105,000 |
| Prop K EP 43 | FY 2016/17 | \$105,000 | 50.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| Total: | | \$210,000 | 100% | |

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------|-----------------------|---------------------------|-----------|
| Prop K EP 43 | FY 2015/16 | Design Engineering (PS&E) | \$105,000 | 50% | \$105,000 |
| Prop K EP 43 | FY 2016/17 | Design Engineering (PS&E) | \$105,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$210,000 | | |

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.
4.
5.

Special Conditions:

1.

Notes:

1.

Supervisory District(s):

| | |
|--|-------|
| Prop K proportion of expenditures - this phase: | 3.71% |
| Prop AA proportion of expenditures - this phase: | NA |

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

SFCTA Project Reviewer:

Project # from SGA:

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

MAPS AND DRAWINGS



TICD
Treasure Island Community Development, LLC

TREASURE ISLAND TRANSPORTATION IMPLEMENTATION PLAN
Figure 5.1
PROPOSED TRANSIT SERVICE

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 210,000
Current Prop AA Request: \$ -

Project Name: Treasure Island Mobility Management Program

Implementing Agency: San Francisco County Transportation Authority

Project Manager

Grants Section Contact

Name (typed): Rachel Hiatt

Amber Crabbe

Title: Principal Transportation Planner

Asst Deputy Director

Phone: 415 522-4809

415-522-4801

Fax: 415 522-4829

415 522-4829

Email: rachel.hiatt@sfcta.org

amber.crabbe@sfcta.org

Address: 1455 Market St., 22nd Floor
San Francisco, CA 94103

1455 Market St., 22nd Floor
San Francisco, CA 94103

Signature: _____

Date: _____

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority propose a two-part planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

| | |
|---|---|
| Part 1: Community-Based Planning for Folsom/Howard Streets | \$48,000 (SFMTA) (subject request) |
| Part 2: Vision Zero Ramp Intersection Study | \$52,000 (SFCTA) |
| Total: | \$100,000 |

Project Background

The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families.

See the following pages for details.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

Part 1: Community-Based Planning for Folsom/Howard Streets - \$48,000 (SFMTA)
(Subject Request)

The SFMTA requests \$48,000 in Proposition K NTIP planning funds to engage the community, the Supervisor's Office and other relevant stakeholders during the predevelopment and planning/conceptual engineering phases of the Folsom-Howard Streetscape Project. The NTIP planning project would allow the SFMTA to work directly with community-based organizations to obtain further community input from within the Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to the community assets (e.g. schools, recreation centers, etc.) within the Zone. The planning phase for this project would be completed by Summer 2017.

The SOMA neighborhood of San Francisco has a high density of residents, transit services, commercial areas, freeway access, pedestrian traffic, and bicycle use. Folsom Street between The Embarcadero and 11th Street is a vehicle high injury corridor, Howard Street between New Montgomery Street and Hawthorne Street and between Harriet Street and 11th Street is a pedestrian high injury corridor, and Folsom Street between Hawthorne Street and Harriet Street is a pedestrian and cyclist high injury corridor. With the Central SOMA Plan, certain areas of this neighborhood will be rezoned to allow for additional residential and commercial density and capacity resulting in additional demands on the transportation network and public services. Folsom Street and Howard Street are wide one-way streets with narrow sidewalks and block lengths of approximately 860 feet between signalized intersections. A mix of commercial businesses, residential dwelling units, and light industrial use populate the two streets, which are visited by locals and area residents. While the vehicle speed limit on Folsom Street and Howard Street is 25 mph, the measured 85th-percentile speeds for certain segments of Folsom Street is 33 mph¹ while 85th-percentile speeds for certain segments of Howard Street is 31 mph².

The project seeks to create an inviting area to walk and bike, prepare the transportation network for future increases in employees and residents, address existing speeding on Folsom and Howard Streets, and address the safety issues for segments that appear on the high injury network. The project will also provide upgraded transit access to SOMA and address the existing impacts traffic has on transit service. The Folsom-Howard Streetscape Project will implement bicycle, pedestrian, transit, and motor vehicle improvements along Folsom Street and Howard Street in the SOMA neighborhood. The project will be located on Folsom Street between The Embarcadero and 11th Street and on Howard Street between 3rd Street and 11th Street.

The SFMTA will work closely with the San Francisco Planning Department staff who developed the Central SOMA Plan to share knowledge of key neighborhood stakeholder groups. SFMTA staff will also work with the Supervisor's office to identify additional opportunities for outreach to groups such as the SOMA Community Coalition and SOMA Youth Collaborative. Other potential stakeholder groups include SOMA Builders, South of Market Community Action Network, South of Market Business Association, Building Owners and Managers Association, Western SOMA Taskforce, and Yerba Buena Alliance.

With this NTIP funding, SFMTA will be able to more fully engage the leadership and membership of the Youth and Family Zone. The scope for outreach during the predevelopment and planning/conceptual

¹ May 2014 ADT on Folsom Street between 4th and 5th Streets

² February 2015 ADT on Howard Street between 4th and 5th Streets

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

engineering phases of the project includes several opportunities to gain input from the community. The table below shows how this funding will supplement the broader project's work:

| Project Task | Supplemental Task with NTIP | Timeline | Deliverable |
|------------------------------------|--|-------------------------|---|
| 1) Initial Stakeholder Interviews | Engage the leadership of the Youth and Family Zone through initial interviews and welcome them to the planning process. Understand existing concerns and preferred improvements in the neighborhood as well as best methods to engage this important constituency. | April – June 2016 | Summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process |
| 2) Public Open Houses ³ | Work with representatives from the Youth and Family Zone to set open house dates and venues to maximize leadership and membership participation, or schedule supplemental outreach as needed to ensure participation opportunities. | August 2016 – May 2017 | Documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process |
| 3) Follow-up Meetings | Meet with key Youth and Family Zone stakeholders to more fully understand reactions to the material presented at open houses and discuss next steps. | August 2016 - July 2017 | Documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets. |

³ The first open house will not occur before the Central SOMA Draft EIR comment period has closed.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Central SOMA EIR

Status: Underway

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

| | Yes/No | Cost for Current Request/Phase | | |
|----------------------------------|--------|--------------------------------|--------------------------|---------------------------|
| | | Total Cost | Prop K - Current Request | Prop AA - Current Request |
| Planning/Conceptual Engineering | Yes | \$48,000 | \$48,000 | |
| Environmental Studies (PA&ED) | | | | |
| Design Engineering (PS&E) | | | | |
| R/W Activities/Acquisition | | | | |
| Construction | | | | |
| Procurement (e.g. rolling stock) | | | | |
| | | \$48,000 | \$48,000 | \$0 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost | Source of Cost Estimate |
|----------------------------------|------------------|-------------------------|
| Planning/Conceptual Engineering | \$ 48,000 | SFMTA Estimate |
| Environmental Studies (PA&ED) | | |
| Design Engineering (PS&E) | | |
| R/W Activities/Acquisition | | |
| Construction | | |
| Procurement (e.g. rolling stock) | | |
| Total: | \$ 48,000 | |

% Complete of Design: as of

Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET

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

Folsom-Howard Streetscape - Community Engagement

SFMTA Allocation

Budget Summary by Phase

| Phase | Subtotal | Total |
|--|-----------|------------------|
| Pre-Development | | |
| Task 1: Initial Stakeholder Interviews | \$ 17,672 | \$ 17,672 |
| Planning/Conceptual Engineering | | |
| Task 2: Public Open Houses | \$ 20,417 | \$ 30,267 |
| Task 3: Follow-up Meetings | \$ 9,851 | |
| Design Engineering | | |
| Construction | | \$ - |
| City Attorney Review | | \$ - |
| | | \$ 500 |
| | | \$ 48,000 |

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

SFMTA Labor Detail

| I. Initial Stakeholder Interviews (Predevelopment) | | FTE = Full Time Equivalent MFB = Mandatory Fringe Benefits | | | | | | |
|--|----------------|---|--------------|---|--|-------|-------|-----------------|
| Position (Title and Classification) | Salary Per FTE | MFB for FTE | Salary + MFB | Overhead = (Salary + MFB) x Approved Rate | Fully Burdened Salary + MFB + Overhead | Hours | FTE | Cost |
| 5203 Assistant Engineer | \$ 103,246 | \$ 58,644 | \$ 161,890 | \$ 129,998 | \$ 291,888 | 8 | 0.004 | \$1,123 |
| 5289 Transportation Planner III | \$ 108,942 | \$ 60,633 | \$ 169,575 | \$ 136,169 | \$ 305,744 | 60 | 0.029 | \$8,820 |
| 5207 Associate Engineer | \$ 120,085 | \$ 65,513 | \$ 185,599 | \$ 149,036 | \$ 334,635 | 32 | 0.015 | \$5,148 |
| 5290 Transportation Planner IV | \$ 129,182 | \$ 69,498 | \$ 198,680 | \$ 159,540 | \$ 358,221 | 12 | 0.006 | \$2,067 |
| Subtotal | | | | | | 112 | 0.054 | \$17,157 |
| Contingency | | | | | | | | \$515 |
| Phase Total | | | | | | | | \$17,672 |

II. Public Open Houses (Planning/Conceptual Engineering Phase)

| Position (Title and Classification) | Salary Per FTE | MFB for FTE | Salary + MFB | Overhead = (Salary + MFB) x Approved Rate | Fully Burdened Salary + MFB + Overhead | Hours | FTE | Cost |
|-------------------------------------|----------------|-------------|--------------|---|--|-------|-------|-----------------|
| 5203 Assistant Engineer | \$ 103,246 | \$ 58,644 | \$ 161,890 | \$ 129,998 | \$ 291,888 | 8 | 0.004 | \$1,123 |
| 5289 Transportation Planner III | \$ 108,942 | \$ 60,633 | \$ 169,575 | \$ 136,169 | \$ 305,744 | 60 | 0.029 | \$8,820 |
| 5207 Associate Engineer | \$ 120,085 | \$ 65,513 | \$ 185,599 | \$ 149,036 | \$ 334,635 | 40 | 0.019 | \$6,435 |
| 5290 Transportation Planner IV | \$ 129,182 | \$ 69,498 | \$ 198,680 | \$ 159,540 | \$ 358,221 | 20 | 0.010 | \$3,444 |
| Subtotal | | | | | | 128 | 0.062 | \$19,822 |
| Contingency | | | | | | | | \$595 |
| Phase Total | | | | | | | | \$20,417 |

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

III. Follow-up Meetings (Planning/Conceptual Engineering Phase)

| Position (Title and Classification) | Salary Per FTE | MFB for FTE | Salary + MFB | Overhead = (Salary + MFB) x Approved Rate | Fully Burdened Salary + MFB + Overhead | Hours | FTE | Cost |
|-------------------------------------|----------------|-------------|--------------|---|--|-------|-------|----------------|
| 5203 Assistant Engineer | \$ 103,246 | \$ 58,644 | \$ 161,890 | \$ 129,998 | \$ 291,888 | 12 | 0.006 | \$1,684 |
| 5289 Transportation Planner III | \$ 108,942 | \$ 60,633 | \$ 169,575 | \$ 136,169 | \$ 305,744 | 20 | 0.010 | \$2,940 |
| 5207 Associate Engineer | \$ 120,085 | \$ 65,513 | \$ 185,599 | \$ 149,036 | \$ 334,635 | 20 | 0.010 | \$3,218 |
| 5290 Transportation Planner IV | \$ 129,182 | \$ 69,498 | \$ 198,680 | \$ 159,540 | \$ 358,221 | 10 | 0.005 | \$1,722 |
| Subtotal | | | | | | 62 | 0.030 | \$9,564 |
| Contingency | | | | | | | | \$287 |
| Phase Total | | | | | | | | \$9,851 |

| | |
|--|---------------|
| City Attorney Review (2 Hours x \$250/hour) | \$ 500 |
|--|---------------|

| | |
|--------------------|------------------|
| SFMTA Total | \$ 48,439 |
|--------------------|------------------|

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$48,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

Empty space for justification text.

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

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|----------|------------|-----------|----------|
| Prop K | | \$48,000 | | \$48,000 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$48,000 | \$0 | \$0 | \$48,000 |

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$48,000

Total from Cost worksheet

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

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

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-----------|----------------------|----|
| | | % | \$ |
| | | | |
| | | | |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|---------|------------|-----------|-----------|
| Prop K | | \$48,000 | | \$48,000 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | | \$48,000 | \$48,000 | \$ 48,000 |

| | | |
|--|--------|---|
| Actual Prop K Leveraging - Entire Project: | 0.00% | <div style="border: 1px solid black; padding: 2px; display: inline-block;">\$ 48,000</div> Total from Cost worksheet |
| Expected Prop K Leveraging per Expenditure Plan: | 40.48% | |
| Actual Prop AA Leveraging - Entire Project: | NA | |

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$48,000

| Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule | | | |
|---|-----------------|-----------------------|----------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2015/16 | \$15,000 | 31.00% | \$33,000 |
| FY 2016/17 | \$28,000 | 58.00% | \$5,000 |
| FY 2017/18 | \$5,000 | 10.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$48,000 | | |

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| | Amount | Phase: |
|--|-----------------|---------------------------------|
| Funding Recommended: Prop K Allocation | \$48,000 | Planning/Conceptual Engineering |
| | | |
| | | |
| | | |
| Total: | \$48,000 | |

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

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|----------|
| Prop K EP 44 | FY 2015/16 | \$15,000 | 31.00% | \$33,000 |
| Prop K EP 44 | FY 2016/17 | \$28,000 | 58.00% | \$5,000 |
| Prop K EP 44 | FY 2017/18 | \$5,000 | 10.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| Total: | | \$48,000 | 99% | |

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------------|-----------------------|---------------------------|----------|
| Prop K EP 44 | FY 2015/16 | Planning/Conceptual Engineering | \$15,000 | 31% | \$33,000 |
| Prop K EP 44 | FY 2016/17 | Planning/Conceptual Engineering | \$28,000 | 90% | \$5,000 |
| Prop K EP 44 | FY 2017/18 | Planning/Conceptual Engineering | \$5,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$48,000 | | |

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

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

Deliverables:

1. Quarterly progress reports shall contain a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2. On completion of Task 1 (anticipated by June 2016), SFMTA will provide summarized interview notes including input on pedestrian facilities, safety, future improvements, and planning process.
3. On completion of Task 2 (anticipated by May 2017), SFMTA will provide documentation of efforts to specifically engage representatives of the Youth and Family Zone in the public outreach process.
4. On completion of Task 3 (anticipated by July 2017), SFMTA will provide documentation of input from leadership as to how this input will be and incorporated, where appropriate, to improve pedestrian safety and access to community assets.
5. Prior to Board adoption (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.

Notes:

1.

Supervisory District(s):

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

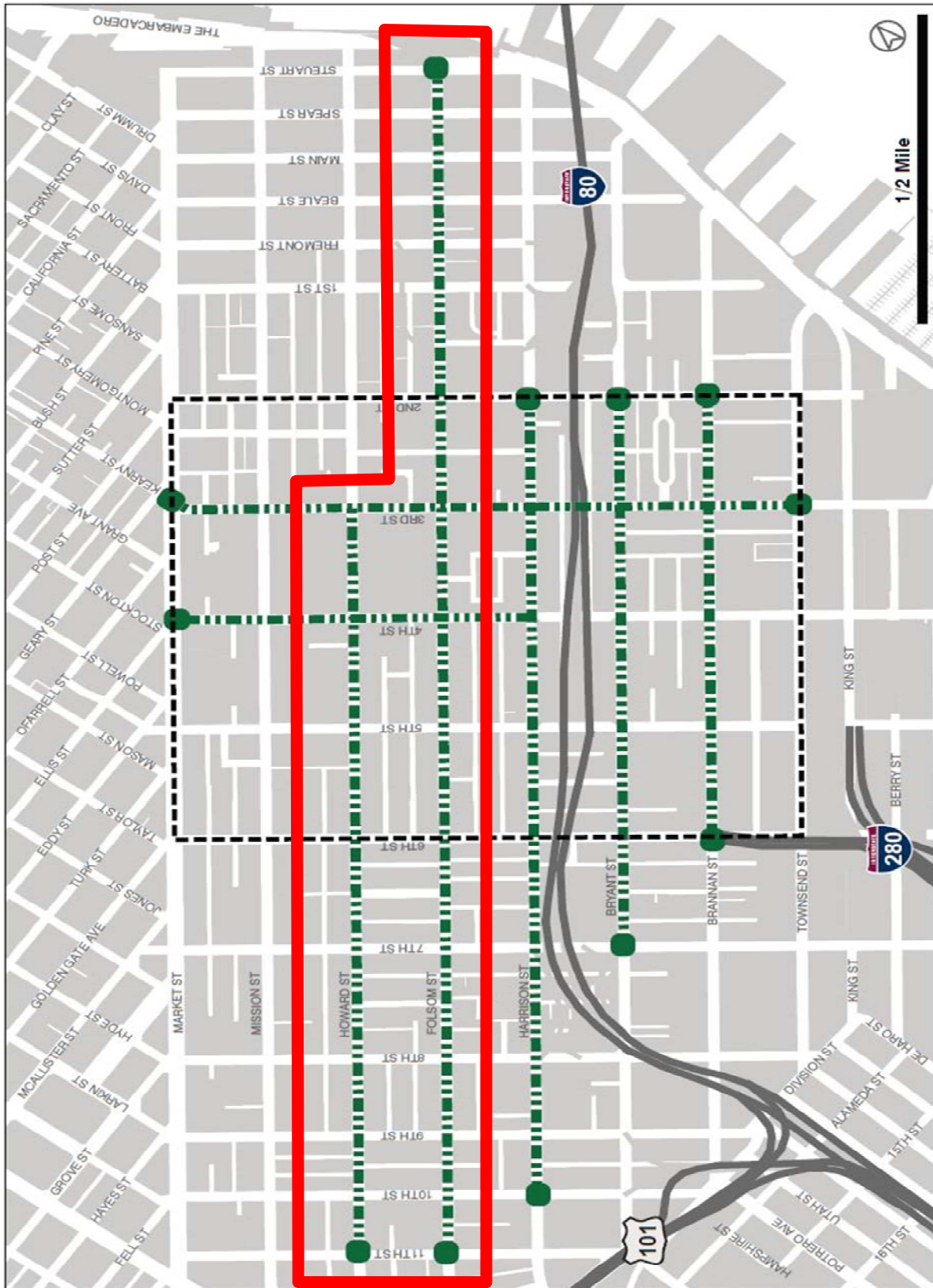
Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

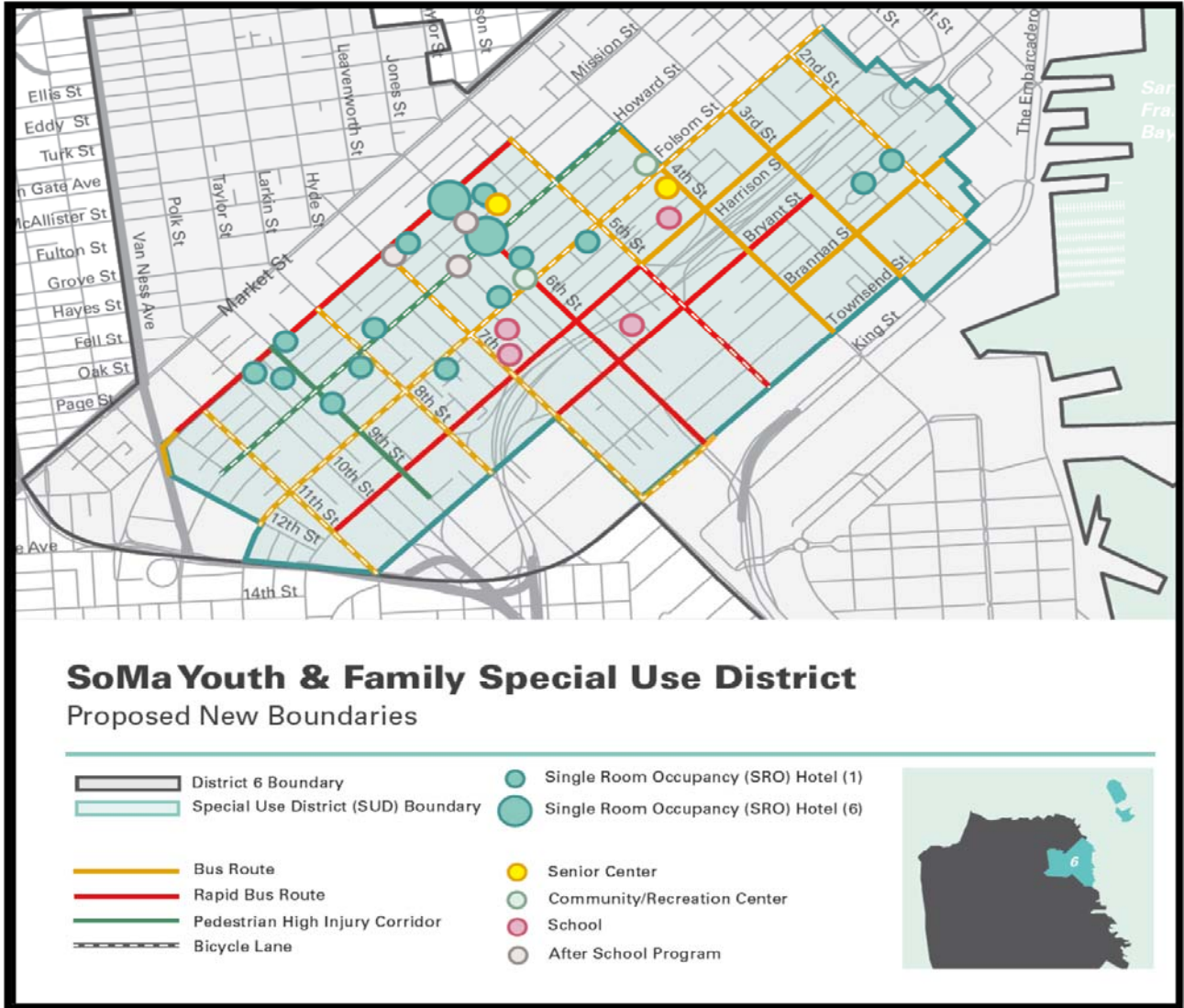
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS



Folsom and Howard Project Corridors

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



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

FY of Allocation Action: 2015/16 **Current Prop K Request:** \$ 48,000
Current Prop AA Request: NA

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Paul Stanis

Joel C. Goldberg

Title: Project Manager

Capital Procurement
and Management

Phone: (415) 701-5396

(415) 701-4499

Fax: _____

Email: Paul.Stanis@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 S. Van Ness Avenue, 7th Floor,
San Francisco, CA 94103

1 S. Van Ness Avenue, 8th Floor,
San Francisco, CA 94103

Signature: _____

Date: _____



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority (SFCTA) propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone in District 6:

| | |
|---|---|
| Part 1: Community-Based Planning for Folsom/Howard Streets | \$48,000 (SFMTA) |
| Part 2: Vision Zero Ramp Intersection Study | \$52,000 (SFCTA) (subject request) |
| Total: | \$100,000 |

Project Background
The San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority (SFCTA) have jointly developed project proposals for the District 6 Neighborhood Transportation Improvement Program. The Pedestrian Safety in SOMA Youth and Family Zone proposal was developed as part of that effort. The proposal was developed in response to input from Supervisor Kim's office and was informed by an analysis of transportation-related needs in District 6, including findings from WalkFirst, Vision Zero, the Western SOMA Neighborhood Transportation Plan, the Central SOMA Area Plan, the Eastern Neighborhoods Plan, and a walking audit of Bessie Carmichael School. It will support progress towards achieving San Francisco's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco by 2024.

The SFMTA and SFCTA propose a two-pronged planning project for addressing pedestrian safety in the SOMA Youth and Family Zone, supported by \$100,000 in Prop K District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds. This request includes \$48,000 for the SFMTA's Community-Based Planning for Folsom/Howard Streets and \$52,000 for the SFCTA's Vision Zero Ramp Intersection Study. The segments of Folsom Street and Howard Street included in the proposal are Vision Zero High Injury Corridors. In addition, a large number of pedestrian injuries and fatalities have occurred in SOMA where freeway ramps intersect with city streets. Almost all of the NTIP project locations are within the boundaries of the SOMA Youth and Family Zone (see map, attached) and will increase pedestrian safety within the zone, helping to enhance the health and environment for youth and families. See the following pages for details.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

Part 2: Vision Zero Ramp Intersection Study - \$52,000 (SFCTA) (Subject Request)

The Transportation Authority proposes to use \$52,000 in NTIP planning funds to develop recommendations for improving safety at between three and five ramp intersections within the SOMA Youth and Family Zone to improve safety for the all travelers within the zone, especially the most vulnerable populations, and to support progress towards the Vision Zero goal.

Project Need

The South of Market Area designated as a Youth and Family Zone includes approximately fifteen locations where freeway on or off ramps intersect city streets. These ramp intersections tend to have particularly high frequencies of traffic injuries and fatalities. The intersection of 4th and Harrison, for example, had seventy total traffic injuries (including four severe or fatal injuries) between 2008-2012, or about 14 injuries per year. In 2014, one ramp intersection alone (5th and Harrison Street), saw four traffic fatalities. These ramps are also located close to several public schools, single room occupancy hotels, and senior centers, which attract populations at high risk of injury from traffic collisions. Addressing road safety at these locations requires a special approach because the intersections fall within Caltrans' right of way, and making changes requires following Caltrans' approval process. Another unique challenge is the need to consider tradeoffs with congestion, as many of these locations are in high demand from motorists.

Scope of SFCTA Request

Likely study locations would include the I-80 Westbound off-ramp at 5th and Harrison Street; the I-80 Eastbound on-ramp at 5th and Bryant Street; the US 101 SB on-ramp at 10th and Bryant Street; and the US 101 off-ramp to 9th and Bryant Streets. These locations are among the top twenty ramp intersections citywide, ranked by the number of injuries 2005-2012, are within the Youth and Family Zone, are proximate to the sensitive uses (senior centers, schools), and appear to be good candidates for additional planning and project development work.

SCOPE TASKS (Vision Zero Ramp Intersection Study)

Task 1: Confirm Study Locations [May 2016]

We anticipate focusing the effort on three to five ramp intersections within the youth and family zone. We will confirm the study intersections by assessing the safety record of candidate intersections, ongoing or planned work that could result in safety improvement, and would identify gaps. We will be working to confirm these locations with SFMTA management, and may need to substitute different intersections pending additional input. Once the locations have been confirmed, we will need to share the proposal with key stakeholder groups for input, including local community-based organizations in the south of market. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Deliverables:

Memorandum 1: Proposed goals, objectives, and study locations

Memorandum 2: Summary of community stakeholder feedback

Task 2: Confirm Safety Toolbox [April 2016 – July 2016]

After confirming the study locations, we will work to confirm a potential toolbox of safety measures with Caltrans. This will ensure clear expectations regarding the level of Caltrans

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Pedestrian Safety in SOMA Youth and Family Zone**

review required for different types of treatments early on in the study process. Rough order of magnitude construction capital and support cost estimates will also be developed at this stage.

Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.

Task 3: Existing Conditions Review [June 2016 – Sept 2016]

We will review existing conditions at the study intersections including collecting and analyzing collision reports; assessing relevant needs and constraints for transit users, bicyclists, and pedestrians, performing field reviews, and identifying ongoing or planned transportation improvements. This will also include preparing intersection operational analysis to understand existing traffic patterns and congestion levels.

Memorandum 4: Existing conditions summary

Task 4: Develop Recommendations [Sept 2016 – June 2017]

We will develop recommendations to improve safety and meet other objectives at the study intersections, focusing primarily on recommendations that can be implemented in the near term (e.g. within three years). SFMTA will be primarily responsible for developing recommendations for short-term treatments. If appropriate and sufficient budget remains, SFCTA will develop high level/qualitative concepts for mid- or longer-term treatment needs (e.g. identifying where ramp reconfiguration is needed in the long term). The study team will meet with community stakeholder groups to share concepts and obtain feedback prior to finalizing treatments. We anticipate making presentations at already-scheduled community meetings rather than organizing a stand-alone meeting or event.

Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10 percent design). Preliminary cost estimates and implementation schedule will also be established for recommended treatments.

Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations.

The final report will consist of the revised proposed treatment recommendations and cost estimates, with previous study memoranda attached as appendices.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Type : TBD

Status: N/A

PROJECT DELIVERY MILESTONES

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

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

| Start Date | |
|------------|-------------|
| Quarter | Fiscal Year |
| 4 | FY 2015/16 |
| | |
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| End Date | |
|----------|-------------|
| Quarter | Fiscal Year |
| 1 | FY 2017/18 |
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SCHEDULE COORDINATION/NOTES

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

Empty text box for providing project delivery milestones and schedule coordination notes.

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency: San Francisco County Transportation Authority

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

| | Yes/No | Cost for Current Request/Phase | | |
|----------------------------------|--------|--------------------------------|--------------------------|---------------------------|
| | | Total Cost | Prop K - Current Request | Prop AA - Current Request |
| Planning/Conceptual Engineering | Yes | \$ 73,340 | \$ 52,000 | |
| Environmental Studies (PA&ED) | | | | |
| Design Engineering (PS&E) | | | | |
| R/W Activities/Acquisition | | | | |
| Construction | | | | |
| Procurement (e.g. rolling stock) | | | | |
| | | \$ 73,340 | \$ 52,000 | \$ 0 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost | Source of Cost Estimate |
|----------------------------------|------------------|-------------------------|
| Planning/Conceptual Engineering | \$ 73,340 | SFCTA Estimate |
| Environmental Studies (PA&ED) | | |
| Design Engineering (PS&E) | | |
| R/W Activities/Acquisition | | |
| Construction | | |
| Procurement (e.g. rolling stock) | | |
| Total: | \$ 73,340 | |

% Complete of Design: 0 as of 2/22/16

Expected Useful Life: N/A Years

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

MAJOR LINE ITEM BUDGET

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

| | | SFCTA Staff | | | SEMTA | Consultant | | |
|-----------------------|---|----------------------|-------------------------------|---------|-------------------------|-----------------|-----------|--|
| | | Deputy Director | Senior Transportation Planner | Intern | 5207 Associate Engineer | Senior Engineer | Engineer | |
| | | \$263.15 | \$145.49 | \$72.55 | \$ 160.88 | \$ 200.00 | \$ 135.00 | |
| | | Fully Burdened Rate: | | | | | | |
| Task 1 | Project Administration | | | | | | | |
| 0.1 | Draft project information form and project charter | 2 | 12 | | 4 | | | |
| 0.2 | Procure consultant support | 4 | 16 | | | | | |
| Task 2 | Goals, Objectives and Study Location | | | | | | | |
| 1.1 | Confirm study goals, objectives, and proposed study locations | 2 | 16 | | 2 | | | |
| 1.2 | Circulate for review | 2 | 2 | | 2 | | | |
| 1.3 | Community presentation | 2 | 12 | | 4 | | | |
| Task 3 | Confirm Safety Toolbox | | | | | | | |
| 2.1 | Develop toolbox of safety measures for Caltrans | 2 | 8 | | | 4 | | |
| Task 4 | Existing Conditions Review | | | | | | | |
| 3.1 | Collect data on study intersections and corridors | 4 | 20 | 60 | 8 | 4 | 8 | |
| 3.2 | Prepare existing conditions summaries | 4 | 8 | | 8 | 16 | 40 | |
| Task 5 | Develop Recommendations | | | | | | | |
| 4.1 | Develop short term treatment recommendations | 4 | 16 | | 36 | 4 | 8 | |
| 4.2 | Community presentation | 2 | 8 | | 4 | 2 | | |
| 4.3 | Analyze and refine treatments, obtain Caltrans feedback | 4 | 8 | | 8 | 8 | 32 | |
| 4.4 | Prepare summary memorandum | 4 | 24 | | 8 | 2 | | |
| Hours - Total | | 32 | 150 | 60 | 80 | 40 | 88 | |
| Staff Costs | | \$8,421 | \$21,824 | \$4,353 | \$12,871 | \$8,000 | \$11,880 | |
| Direct Costs | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,500 | |
| Total Costs by Agency | | | \$34,597 | | \$12,871 | \$22,380 | | |
| Contingency (5%) | | | \$1,730 | | \$644 | \$1,119 | | |
| Total Costs | | | \$36,327 | | \$13,514 | \$23,499 | | |
| Grand Total | | | | | | \$73,340 | | |

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

SFCTA Labor Detail

Vision Zero Ramp Intersection Study (SFCTA)

FTE = Full Time Equivalent
 MFB = Mandatory Fringe Benefits

I.

| SFCTA Staff Rates | Base Rate | Overhead (2.79) | Fully Burdened Rate |
|-------------------------------|-----------|-----------------|---------------------|
| Deputy Director | \$94.32 | \$168.83 | \$263.15 |
| Senior Transportation Planner | \$52.15 | \$93.34 | \$145.49 |
| Intern | \$26.00 | \$46.55 | \$72.55 |

II.

SFMTA Staff Rates

| Position (Title and Classification) | Salary Per FTE | MFB for FTE | Salary + MFB | Overhead = (Salary + MFB) x Approved Rate | Fully Burdened Salary + MFB + Overhead |
|-------------------------------------|----------------|-------------|--------------|---|--|
| 5203 Assistant Engineer | \$ 103,246 | \$ 58,644 | \$ 161,890 | \$ 129,998 | \$ 291,888 |
| 5289 Transportation Planner III | \$ 108,942 | \$ 60,633 | \$ 169,575 | \$ 136,169 | \$ 305,744 |
| 5207 Associate Engineer | \$ 120,085 | \$ 65,513 | \$ 185,599 | \$ 149,036 | \$ 334,635 |

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

FY 2015/16

Project Name: Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$52,000

5-Year Prioritization Program Amount: \$500,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

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

| Fund Source | Planned | Programmed | Allocated | Total |
|---|----------|------------|-----------|----------|
| Prop K | | \$52,000 | | \$52,000 |
| Congestion Management Agency planning funds | | | \$21,340 | \$21,340 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$52,000 | \$21,340 | \$21,340 | \$73,340 |

Actual Prop K Leveraging - This Phase: 29.10%
 Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$73,340
 Total from Cost worksheet

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

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

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-----------|----------------------|----|
| | | % | \$ |
| | | | |
| | | | |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

Project will recommend potential improvements, cost TBD. Potential funding sources include Prop K, Prop AA, Highway Safety Improvement Program funds, Office of Traffic Safety, Active Transportation Program, new revenue measures, etc.

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

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested:

| Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule | | | |
|---|-----------------|-----------------------|----------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2015/16 | \$7,000 | 13.00% | \$45,000 |
| FY 2016/17 | \$40,000 | 77.00% | \$5,000 |
| FY 2017/18 | \$5,000 | 10.00% | \$0 |
| | | 0.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$52,000 | | |

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| Funding Recommended: | Amount | | Phase: |
|----------------------|--------------------|----------|---------------------------------|
| | Prop K Appropriati | \$52,000 | Planning/Conceptual Engineering |
| | | | |
| | | | |
| Total: | \$52,000 | | |

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

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|----------|
| Prop K EP 44 | FY 2015/16 | \$7,000 | 13.00% | \$45,000 |
| Prop K EP 44 | FY 2016/17 | \$40,000 | 77.00% | \$5,000 |
| Prop K EP 44 | FY 2017/18 | \$5,000 | 10.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| Total: | | \$52,000 | 100% | |

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------------|-----------------------|---------------------------|----------|
| Prop K EP 44 | FY 2015/16 | Planning/Conceptual Engineering | \$7,000 | 13% | \$45,000 |
| Prop K EP 44 | FY 2016/17 | Planning/Conceptual Engineering | \$40,000 | 90% | \$5,000 |
| Prop K EP 44 | FY 2017/18 | Planning/Conceptual Engineering | \$5,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$52,000 | | |

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

| Action | Amount | Fiscal Year | Phase |
|-----------------------|--------|-------------|-------|
| Future Commitment to: | | | |

Trigger:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Deliverables

1. Quarterly progress reports shall contain a percent complete by task.
2. On completion of Task 1 (anticipated May 2016), provide a draft copy of Memorandum 1: Proposed goals, objectives and study locations.
3. On completion of Task 2 (anticipated July 2016), provide a draft copy of Memorandum 3: Summary of safety improvement measures and Caltrans' approval process for each.
4. On completion of Task 3 (anticipated September 2016), provide a draft copy of Memorandum 4: Existing conditions summary.
5. On completion of Task 4 (anticipated June 2017), provide draft copies of Memorandum 5: Draft proposed treatment recommendations/preliminary engineering concepts (10% design), with preliminary cost estimates and implementation schedule) and Memorandum 6: Summary of stakeholder and community feedback on treatment recommendations).
6. Prior to Board adoption, (anticipated June 2017), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Plans and Programs Committee. Upon project completion the Board will accept or approve the final report.

Special Conditions

1.
2.

Notes:

1.

Supervisory District(s):

| | |
|--|--------|
| Prop K proportion of expenditures - this phase: | 82.41% |
| Prop AA proportion of expenditures - this phase: | NA |

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



SoMa Youth & Family Special Use District
 Proposed New Boundaries

- District 6 Boundary
- Special Use District (SUD) Boundary
- Bus Route
- Rapid Bus Route
- Pedestrian High Injury Corridor
- Bicycle Lane
- Single Room Occupancy (SRO) Hotel (6)
- Single Room Occupancy (SRO) Hotel (1)
- Senior Center
- Community/Recreation Center
- School
- After School Program



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

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 52,000

Current Prop AA Request:

\$ -

Project Name:

Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]

Implementing Agency:

San Francisco County Transportation Authority

Project Manager

Grants Section Contact

Name (typed): Ryan Greene-Roesel

Anna LaForte

Title: Senior Transportation Planner

Programming

Phone: 415-522-4808

415-522-4805

Fax: _____

Email: ryan@sfcta.org

Anna.LaForte@sfcta.org

Address: 1455 Market Street, 22nd Floor,
San Francisco

1455 Market Street, 22nd Floor,
San Francisco

Signature: _____

Date: _____



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See following page for Scope.

San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$491,757 in Proposition AA funding for the Bulb-outs at WalkFirst Locations project. Proposition AA will fund the design phase to evaluate and design the most cost-effective bulb-outs which will be upgraded from painted-safety zones to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city.

Scope

Over 36 intersections have 69 concrete bulb-outs planned and legislated, which are currently constructed as painted-safety zones. Planning phase work has been complete. Now SFMTA is seeking funding for detailed design of up to 25 painted-safety zones for upgrade to permanent bulb-outs. Painted-safety zones with the highest-priority collision patterns that warrant permanent bulb-outs will be considered for upgrade.

To identify specific locations to be addressed through this request, SFMTA staff will first filter out any painted safety zones that might have a bulb-out delivery plan through other projects. Next, staff will look at factors like the WalkFirst Intersection ranking (which incorporates number of collisions), collision patterns, and possibly feasibility with respect to drainage and high pressure valves.

These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the six percent of San Francisco's streets that account for 60 percent of pedestrian collisions. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal.

This project is ready to begin the detailed design phase immediately upon receiving funding from SFCTA. The construction phase will start shortly thereafter and will leverage time-sensitive 2014 Transportation Bond funding.

**San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations**

Prioritization

This project has completed planning and legislation through the San Francisco Planning's WalkFirst process, adopted March 5, 2014, and through the Painted-Safety Zone legislation. WalkFirst has provided San Francisco with a roadmap of urgently needed pedestrian safety projects and programs over the next five years and the toolbox of measures that can be leveraged to reduce serious pedestrian injuries and fatalities, all of which are directly addressed by this project. This project is also consistent with the Metropolitan Transportation Commission's (MTC) Plan Bay Area, adopted in July 2013. It works directly towards Targets 4 and 9:

- Target 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian)
- Target 9: Increase non-auto mode share by 10 percentage points (to 26 percent of trips) and decrease automobile vehicle miles traveled (VMT) per capita by 10 percent

In addition, the proposed pedestrian safety improvements will help to achieve SFMTA Strategic Plan Goal 1: Create a safer transportation experience for everyone, by working towards SFMTA Objective 1.3: Improve the safety of the transportation system.

Moreover, the project has also been prioritized in the 2014/15 SFMTA Capital Improvement Plan (CIP). The CIP is managed by the Transportation Capital Committee (TCC), a group of SFMTA staff, from all levels of the organization that meets to review and update the Capital Program.

**San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Bulb-outs at WalkFirst Locations**

Potential Locations

| Location# | Intersection | District |
|------------------|--------------------------------|-----------------|
| 1 | Franklin and Pine | 2 |
| 2 | Bush and Polk | 3 |
| 3 | Jackson/Stockton | 3 |
| 4 | Columbus and Grant | 3 |
| 5 | Columbus and Kearny | 3 |
| 6 | Hyde and Sutter | 3 |
| 7 | McAllister and Webster | 5 |
| 8 | 9th and Howard | 6 |
| 9 | Geary and Polk | 6 |
| 10 | Jones and O'Farrell | 6 |
| 11 | Geary and Leavenworth | 6 |
| 12 | Leavenworth and Turk | 6 |
| 13 | Taylor and Turk | 6 |
| 14 | Eddy and Leavenworth | 6 |
| 15 | Geary and Larkin | 6 |
| 16 | 19th Ave and Taraval | 7 |
| 17 | Laguna and Market and Guerrero | 8 |
| 18 | 16th and Market and Noe | 8 |
| 19 | 14th and Church and Market | 8 |
| 20 | 17th St and South Van Ness | 9 |
| 21 | 19th and South Van Ness | 9 |
| 22 | 20th and South Van Ness | 9 |
| 23 | 22nd St and South Van Ness | 9 |
| 24 | 18th St and Mission | 9 |
| 25 | Mission and Virginia | 9 |

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

| | Start Date | | End Date | |
|--|------------|-------------|----------|-------------|
| | Quarter | Fiscal Year | Quarter | Fiscal Year |
| Planning/Conceptual Engineering | | | | |
| Environmental Studies (PA&ED) | | | | |
| R/W Activities/Acquisition | | | | |
| Design Engineering (PS&E) | 4 | FY 2015/16 | 2 | FY 2016/17 |
| Prepare Bid Documents | | | | |
| Advertise Construction | | | | |
| Start Construction (e.g., Award Contract) | 4 | FY 2017/18 | | |
| Procurement (e.g. rolling stock) | | | | |
| Project Completion (i.e., Open for Use) | | | 4 | FY 2019/20 |
| Project Closeout (i.e., final expenses incurred) | | | 1 | FY 2020/21 |

SCHEDULE COORDINATION/NOTES

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

Planning/Conceptual Engineering - Completed June 2015
 Environmental Studies (PA&ED) - Completed June 2015

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

| | Yes/No | Cost for Current Request/Phase | | |
|----------------------------------|--------|--------------------------------|--------------------------|---------------------------|
| | | Total Cost | Prop K - Current Request | Prop AA - Current Request |
| Planning/Conceptual Engineering | | | | |
| Environmental Studies (PA&ED) | | | | |
| Design Engineering (PS&E) | Yes | \$491,757 | | \$491,757 |
| R/W Activities/Acquisition | | | | |
| Construction | | | | |
| Procurement (e.g. rolling stock) | | | | |
| | | \$491,757 | \$0 | \$491,757 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost | Source of Cost Estimate |
|----------------------------------|---------------------|-------------------------|
| Planning/Conceptual Engineering | | |
| Environmental Studies (PA&ED) | | |
| Design Engineering (PS&E) | \$ 491,757 | Staff Estimate |
| R/W Activities/Acquisition | | |
| Construction | \$ 5,000,000 | Staff Estimate |
| Procurement (e.g. rolling stock) | | |
| Total: | \$ 5,491,757 | |

% Complete of Design: 30 as of 6/30/15
Expected Useful Life: 25 Years

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

MAJOR LINE ITEM BUDGET

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

Budget Summary by Task

Overhead Rate: 0.901

| Task | Salary Per FTE FY17 | MFB for FTE | Salary + MFB | Overhead = (Salary+MFB) x Approved Rate | (Fully Burdened) Salary + MFB + Overhead | FTE Ratio | Hours | Total |
|---------------------------------------|---------------------|-------------|--------------|---|--|--------------|------------|-----------------|
| Planning & Design | | | | | | | | |
| Labor | | | | | | | | |
| 5241 Engineer | \$142,118 | \$73,143 | \$215,261 | \$193,950 | \$409,211 | 0.087 | 180 | \$35,412 |
| 5288 Transportation Planner II | \$93,848 | \$53,470 | \$147,318 | \$132,733 | \$280,051 | 0.069 | 144 | \$19,400 |
| Planning & Design Subtotal | | | | | | 0.156 | 324 | \$54,813 |

| Task | Unit Cost | # of Units | Unit Type | Total |
|--|-----------|------------|-----------|-------------------|
| Other budget items | | | | |
| DPW Detailed Design | \$ 20,000 | 7 | LS | \$ 140,000 |
| DPW JOC Contracting | \$ 20,000 | 7 | LS | \$ 140,000 |
| CP&C JOC | \$ 20,000 | 7 | LS | \$ 140,000 |
| Other Budget Subtotal | | | | \$ 420,000 |
| Design Subtotal | | | | \$54,813 |
| Contingency (15%) | | | | \$ 16,444 |
| City Attorney Review (2 Hours \$250/Hour) | | | | \$ 500 |
| TOTAL | | | | \$ 491,757 |

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

FY 2015/16

Project Name: Bulb-outs at WalkFirst Locations

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$0

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$491,757

5-Year Prioritization Program Amount: \$491,757 (enter if appropriate)

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

Empty space for justification.

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

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|-----------|------------|-----------|-----------|
| Prop AA | \$491,757 | | | \$491,757 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$491,757 | \$0 | \$0 | \$491,757 |

Actual Prop K Leveraging - This Phase: #N/A
 Expected Prop K Leveraging per Expenditure Plan: #N/A

\$491,757
 Total from Cost worksheet

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

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

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-----------|----------------------|----|
| | | % | \$ |
| | | | |
| | | | |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------------|-------------|------------|-------------|--------------|
| Prop AA | \$491,757 | | | \$491,757 |
| SFMTA Revenue Bonds | \$5,000,000 | | | \$5,000,000 |
| | | | | \$0 |
| | | | | \$0 |
| Total: | \$5,491,757 | \$0 | \$5,491,757 | \$ 5,491,757 |

| | | |
|--|--------|---------------------------|
| Actual Prop K Leveraging - Entire Project: | #N/A | \$ 5,491,757 |
| Expected Prop K Leveraging per Expenditure Plan: | #N/A | Total from Cost worksheet |
| Actual Prop AA Leveraging - Entire Project: | 91.05% | |

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop K Funds Requested: \$0

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

Prop AA Funds Requested: \$491,757

| Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule | | | |
|--|------------------|-----------------------|-----------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2015/16 | \$91,757 | 19.00% | \$400,000 |
| FY 2016/17 | \$400,000 | 81.00% | \$0 |
| | | 0.00% | \$0 |
| Total: | \$491,757 | | |

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| Funding Recommended: | Amount | | Phase: |
|----------------------|--------------------|-----------|---------------------------|
| | Prop AA Allocation | \$491,757 | Design Engineering (PS&E) |
| | | | |
| | | | |
| | | | |
| | | | |
| Total: | \$491,757 | | |

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

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|-----------|
| Prop AA - Ped | FY 2015/16 | \$91,757 | 19.00% | \$400,000 |
| Prop AA - Ped | FY 2016/17 | \$400,000 | 81.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| Total: | | \$491,757 | 100% | |

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|---------------------------|-----------------------|---------------------------|-----------|
| Prop AA - Ped | FY 2015/16 | Design Engineering (PS&E) | \$91,757 | 19% | \$400,000 |
| Prop AA - Ped | FY 2016/17 | Design Engineering (PS&E) | \$400,000 | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| | | | | 100% | \$0 |
| Total: | | | \$491,757 | | |

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution. No. Res. Date:

Project Name:

Implementing Agency:

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

Trigger:

Deliverables:

1.
2.
3.

Special Conditions:

1.
2.
3.

Notes:

1.
2.

Supervisorial District(s):

| | |
|--|------|
| Prop K proportion of expenditures - this phase: | #N/A |
| Prop AA proportion of expenditures - this phase: | 100% |

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

SFCTA Project Reviewer:

Project # from SGA:

MAPS AND DRAWINGS



Figure 1. Conceptual drawing of Painted Safety Zones (PSZ) before conversion to permanent concrete bulb-outs.



Figure 2. Conceptual drawing of Painted Safety Zones (PSZ) after conversion to permanent concrete bulb-outs.

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



Figure 3. Example of a Painted Safety Zone (PSZ) at Howard Street in San Francisco.

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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ -
Current Prop AA Request: \$ 491,757

Project Name: Bulb-outs at WalkFirst Locations

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Adrian Leung

Joel C. Goldberg

Title: Transportation Planner

Manager, Capital Procurement
and Management

Phone: (415) 749-2538

(415) 701-4499

Fax: _____

Email: Adrian.Leung@sfmta.com

Joel.Goldberg@sfmta.com

Address: 1 South Van Ness Ave., 7th Fl.
San Francisco, CA 94103

1 South Van Ness Ave., 8th Fl.
San Francisco, CA 94103

Signature: _____

Date: _____

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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See attached.

Project Benefits and Scope

Broadway is a major four-lane arterial road that provides an important east-west connection for buses, bicyclists, pedestrians, and cars. Primary land uses along the corridor include neighborhood-serving retail, large-scale housing developments, including Ping Yuen public housing complex and Bayside Elderly Housing, and educational facilities including Jean Parker Elementary School and Wu Yee Child Infant Care Center.

The goal of the Street Design is to build on the community's vision to improve conditions along Broadway from Columbus Avenue to the Robert C. Levy Tunnel. This work will complement the streetscape improvements already installed by San Francisco Public Works that run to the east along Broadway from the Columbus Avenue intersection.

Numerous residents, merchants and community members have participated in the Planning Department's planning process to envision a new design for Broadway. Given the heavy foot traffic and proximity of schools and senior centers along a major arterial road, pedestrian safety was the top community concern. The final conceptual design is the result of collaboration among city agencies and the community. This design includes:

Roadway Configuration: Two lanes of travel in each direction, with curb-side parking/ loading lanes on both sides of the street.

Roadway Paving and Sidewalks: New roadway paving and new concrete sidewalks.

Pedestrian Crossings: Bulb-outs at all intersections with new curb ramps. Raised crosswalks at Cordelia Street. Special paving at the intersections to improve visibility of the intersection.

Bus Stop Improvements: Two new bus bulbs at existing Muni stops. Improvements to bus stops including shelters, seating and signage.

Trees & Landscaping: Sixty-two new street trees along the existing sidewalk. Trees and plantings along the new medians from the Charles C. Levy Tunnel to Powell Street.

Bike Facilities: Bike sharrows along the corridor to improve visibility of cyclists.

Sidewalk Seating: Seating designed by a local artist along the corridor.

Street Lighting: Forty-two new street lights along the corridor.

A focus on Jean Parker Elementary

The San Francisco Municipal Transportation Agency has received a state Safe Routes to Schools grant to improve pedestrian conditions around Jean Parker Elementary School. This grant includes both infrastructure and non-infrastructure work. The non-infrastructure work entails education, encouragement, and enforcement activities.

The existing grant covers the installation of three curb bulb-outs and eight curb ramps at the Broadway and Powell intersection, all of which are part of the Broadway Chinatown Streetscape Improvements. The bulb-outs will reduce the crossing distance for school children and the elderly using the intersection to go to school, nearby park or grocery shopping on Stockton Street.

Because of size limits on the state grant, additional enhancements, including more bulb-outs and special crosswalks, are needed to complete the vision for a safe Jean Parker Elementary. Design and construction of the remaining improvements are part of a One Bay Area Grant (OBAG) and other

local funding.

Agency Priority

This project has been a top priority for Prop AA, Prop K, and OBAG funding, as demonstrated by previous allocations, because it is the key complement to Public Works' three prior streetscape projects on Broadway. The San Francisco Planning Department completed the planning process for the project. This project was prioritized for additional Prop AA funding because of the unexpected increase in the construction cost (see Request for Additional Funds section below for more detail). The additional Prop AA allocation will enable this project to move along swiftly and deliver the community's vision in a timely fashion.

Public Input into the Prioritization Process

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project were on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway in July 2012.

Adopted Plans

This project is consistent with the Chinatown Area Plan, Objective 7 and Policy 7.1. Broadway is identified as a pedestrian safety corridor in the Chinatown Community Development Center's Pedestrian Safety Needs Assessment.

Request for Additional Funds

\$1,029,839 in additional Prop AA funds are being requested in anticipation of a funding shortfall when the project is re-advertised for bid. The project was initially advertised for bid on September 16, 2015. Only one bid was received in the amount of \$5,917,100, which was \$1,378,593 (30%) above the engineer's estimate and available funding of \$4,538,507. Due to lack of funds and interest in attracting additional bidders, Public Works did not accept this bid.

Public Works has reworked the bid package by reducing the Water Department's requested scope of work by \$111,225 and identifying alternate bid items, including sidewalk waterproofing, bronze alleyway name plaques, street tree irrigation, and 24 months of plant establishment. Public Works hopes to award the full contract, including all alternates, with the additional Prop AA funding. Public Works also hopes to receive more competitive bids, but know this may not occur due to the current bidding climate.

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

| | Start Date | | End Date | |
|--|------------|-------------|----------|-------------|
| | Quarter | Fiscal Year | Quarter | Fiscal Year |
| Planning/Conceptual Engineering | 4 | 2010/11 | 4 | 2012/13 |
| Environmental Studies (PA&ED) | 2 | 2012/13 | 2 | 2014/15 |
| R/W Activities/Acquisition | | | | |
| Design Engineering (PS&E) | 3 | 2013/14 | 2 | 2014/15 |
| Prepare Bid Documents | 3 | 2014/15 | 2 | 2015/16 |
| Advertise Construction | 3 | 2015/16 | 3 | 2015/16 |
| Start Construction (e.g., Award Contract) | 4 | 2015/16 | | |
| Procurement (e.g. rolling stock) | | | | |
| Project Completion (i.e., Open for Use) | | | 4 | 2016/17 |
| Project Closeout (i.e., final expenses incurred) | | | 4 | 2019/20 |

SCHEDULE COORDINATION/NOTES

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

Start Construction (e.g. Award Contract) - June 2016
Open for Use - April 2017

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

Implementing Agency: Department of Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

| | Yes/No | Cost for Current Request/Phase | | |
|----------------------------------|--------|--------------------------------|--------------------------|---------------------------|
| | | Total Cost | Prop K - Current Request | Prop AA - Current Request |
| Planning/Conceptual Engineering | | | | |
| Environmental Studies (PA&ED) | | | | |
| Design Engineering (PS&E) | | | | |
| R/W Activities/Acquisition | | | | |
| Construction | Yes | \$ 7,275,558 | | \$ 1,029,839 |
| Procurement (e.g. rolling stock) | | | | |
| | | \$7,275,558 | \$0 | \$1,029,839 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost | Source of Cost Estimate |
|----------------------------------|---------------------|-------------------------------|
| Planning/Conceptual Engineering | | |
| Environmental Studies (PA&ED) | \$ 13,182 | Actual |
| Design Engineering (PS&E) | \$ 910,851 | Actual |
| R/W Activities/Acquisition | | |
| Construction | \$ 7,275,558 | Engineer's 100% Cost Estimate |
| Procurement (e.g. rolling stock) | | |
| Total: | \$ 8,199,591 | |

% Complete of Design: 100 as of 12/1/2015

Expected Useful Life: 20-30 Years

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

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

| | | | | |
|--|--------------------|-----------------|-------------------|--------------------|
| Environmental | \$13,182 | | | |
| Design | \$910,851 | | | |
| Construction Total [1]+[2] | \$7,275,558 | | | |
| [1] Construction Hard Costs | \$6,471,867 | | | |
| Item | Unit | Quantity | Unit Price | Cost |
| Full Depth Planing 2" Depth | SF | 77,610 | \$1 | \$77,610 |
| Asphaltic Concrete | TON | 1,568 | \$170 | \$266,560 |
| 10" Thick Concrete Base | SF | 97,320 | \$14 | \$1,362,480 |
| Combined 6" Curb and Gutter at Bulbs | LF | 2,200 | \$70 | \$154,000 |
| Combined 6" Curb and Gutter | LF | 1,500 | \$70 | \$105,000 |
| Combined 6" Curb and Gutter at Median | LF | 1,200 | \$50 | \$60,000 |
| 8" Wide Concrete Band at Parking Strip | LF | 1,475 | \$15 | \$22,125 |
| 8" Thick Concrete Parking Strip | SF | 9,101 | \$16 | \$145,616 |
| 8" Thick Concrete Raised Crosswalk | SF | 595 | \$13 | \$7,735 |
| Special Paving at Crosswalks | SF | 9,322 | \$25 | \$233,050 |
| Concrete Curb Ramp w/ Detectable Surface Tiles | EA | 24 | \$3,000 | \$72,000 |
| Detectable Surface Tiles | SF | 195 | \$65 | \$12,675 |
| Sidewalk Paving w/ Special Finish | SF | 44,000 | \$15 | \$660,000 |
| Install Street Trees, 36" Box | EA | 70 | \$1,800 | \$126,000 |
| Irrigation | LS | 1 | \$220,000 | \$220,000 |
| Site Furnishings: Trash Receptacles | EA | 12 | \$2,500 | \$30,000 |
| Site Furnishings: Benches | EA | 32 | \$2,500 | \$80,000 |
| Site Furnishings: Tree Grates | EA | 19 | \$2,700 | \$51,300 |
| DG at Treewells | SF | 840 | \$7 | \$5,880 |
| 3 Year Maintenance | EA | 86 | \$550 | \$47,300 |
| Install Median Trees, 36" Box | EA | 16 | \$1,800 | \$28,800 |
| Planting (5 gallon plants at 3'-0" o.c.) | EA | 200 | \$60 | \$12,000 |
| Weed Barrier Fabric (Median) | SF | 1,450 | \$1.50 | \$2,175 |
| Amended Backfill (Median) 18" Depth | CY | 80.56 | \$100 | \$8,056 |
| Gravel Mulch (Median) | CY | 14.5 | \$200 | \$2,900 |
| Unit Paver Maintenance Strip (Median) | SF | 1,345 | \$25 | \$33,625 |
| Tunnel Entrance/Exit Bollards @ 6' o.c. | EA | 20 | \$1,500 | \$30,000 |
| New Pedestrian Street Lighting | EA | 54 | \$15,000 | \$810,000 |
| Relocate Fire Alarm | EA | 2 | \$3,000 | \$6,000 |
| Relocate Traffic Signal Box | EA | 3 | \$15,000 | \$45,000 |
| Concrete Catch Basin w/ Frame Grating and MH | EA | 12 | \$15,000 | \$180,000 |
| Relocate Sewer Vents | EA | 9 | \$2,000 | \$18,000 |
| Relocate Low Pressure Fire Hydrant | EA | 2 | \$20,000 | \$40,000 |
| Adjust SFWD Valves | EA | 3 | \$1,500 | \$4,500 |
| Roadway Striping | LS | 1 | \$95,000 | \$95,000 |
| Sub-total | | | | \$5,055,387 |
| Arts Commission | LS | 1 | \$135,990 | \$135,990 |
| OCS De-energization | LS | 1 | \$289,279 | \$289,279 |
| Mobilization @ 5% | LS | 1 | \$252,769 | \$252,769 |
| Traffic Control @ 5% | LS | 1 | \$252,769 | \$252,769 |
| Sub-total | | | | \$5,986,195 |
| Contingency (8%) | | | | \$485,672 |
| [2] Construction Management and Support (12.4% of Hard Costs) | | | | \$803,691 |
| SF Public Works | | | | \$799,611 |
| SFMTA | | | | \$4,080 |
| GRAND TOTAL | | | | \$8,199,591 |

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

FY 2015/16

Project Name: Chinatown Broadway Phase IV

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$1,029,839
 5-Year Prioritization Program Amount: \$0 (enter if appropriate)

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

Funding this request is contingent on Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.

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

| Fund Source | Planned | Programmed | Allocated | Total |
|------------------------------|-------------|------------|-------------|-------------|
| OBAG | | | \$3,273,810 | \$3,273,810 |
| MTA Revenue Bonds | | | \$1,910,000 | \$1,910,000 |
| Prop AA | \$1,029,839 | | | \$1,029,839 |
| Prop K | | | \$737,986 | \$737,986 |
| State Safe Routes to Schools | | | \$323,923 | \$323,923 |
| Total: | \$1,029,839 | \$0 | \$6,245,719 | \$7,275,558 |

Actual Prop K Leveraging - This Phase: 55.00% \$7,275,558
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-------------|----------------------|--------------|
| | | % | \$ |
| OBAG | \$3,206,545 | 11.47% | \$375,506.00 |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

| Fund Source | Planned | Programmed | Allocated | Total |
|------------------------------|---------|-------------|--------------|--------------|
| OBAG | | | \$3,477,801 | \$3,477,801 |
| MTA Revenue Bonds | | | \$1,910,000 | \$1,910,000 |
| Prop AA | | \$1,029,839 | \$650,000 | \$1,679,839 |
| Prop K | | | \$744,951 | \$744,951 |
| State Safe Routes to Schools | | | \$387,000 | \$387,000 |
| Total: | | \$1,029,839 | \$15,369,343 | \$ 8,199,591 |

Actual Prop K Leveraging - Entire Project: 90.91% \$ 8,199,591
 Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet
 Actual Prop AA Leveraging - Entire Project: 79.51%

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop AA Funds Requested: \$1,029,839

| Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule | | | |
|--|-------------|-----------------------|---------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2016/17 | \$1,029,839 | 100.00% | \$0 |
| Total: | \$1,029,839 | | |

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| | Amount | Phase: |
|---|--------------------|--------------|
| Funding Recommended: Prop AA Allocation | \$1,029,839 | Construction |
| Total: | \$1,029,839 | |

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

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|-------------|
| Prop AA - Ped | FY 2015/16 | \$0 | 0.00% | \$1,029,839 |
| Prop AA - Ped | FY 2016/17 | \$1,029,839 | 100.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| | | | 0.00% | \$0 |
| Total: | | \$1,029,839 | 100% | |

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|--------------|-----------------------|---------------------------|-------------|
| Prop AA - Ped | FY 2015/16 | Construction | \$0 | 0% | \$1,029,839 |
| Prop AA - Ped | FY 2016/17 | Construction | \$1,029,839 | 100% | \$0 |
| Total: | | | \$1,029,839 | | |

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

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

Deliverables:

- With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
- Upon project completion (anticipated April 2017), provide 2-3 digital photos of after conditions.

Special Conditions:

- The recommended allocation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.

Notes:

-

| | | | |
|--------------------------|--------------------------------|--|--------|
| Supervisory District(s): | <input type="text" value="3"/> | Prop K proportion of expenditures - this phase: | 45.00% |
| | | Prop AA proportion of expenditures - this phase: | NA |

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

SFCTA Project Reviewer: Project # from SGA:

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

MAPS AND DRAWINGS

Broadway Chinatown Typical Roadway Cross Section



Proposed Improvements at Powell Street and Broadway



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

Proposed Improvements at Stockton Street and Broadway



Proposed Improvements on Broadway at Grant Avenue looking west



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

FY of Allocation Action: Current Prop K Request: \$
Current Prop AA Request: \$

Project Name:

Implementing Agency:

Project Manager

Grants Section Contact

Name (typed): David Froehlich

Rachel Alonso

Title: Project Manager

Transportation Finance Analyst

Phone: 415-558-4041

415-558-4034

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San Francisco, CA 94102

Date:



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

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): Current Prop K Request:

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

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

See attached.

Project Background

Mansell Street is a divided highway running through the middle of McLaren Park, which is the largest park in southeastern San Francisco. The park serves as both a regional and neighborhood recreation facility for this area of San Francisco. Mansell Street serves as a major connecting route linking two San Francisco Priority Development Areas (PDAs), the Bayview /Hunters Point Shipyard/Candlestick Point and the Mission – San Jose Corridor. The park also serves the Community Air Risk Evaluation (CARE) Community of Eastern San Francisco and the Outer Mission/Crocker Amazon/Oceanview Community of Concern. The park serves many adjacent low income communities, including areas of Visitacion Valley and neighborhoods along Sunnydale Avenue. The Planned Affordable Housing Development, as described in the Visitacion Valley/Schlage Lock Plan, will increase the number of residents served by Mansell Street and McLaren Park.

Mansell Street was constructed in the 1950's as part of a never-completed cross-town freeway. By design, Mansell Street primarily serves motorized vehicles. Speeding is encouraged due to the wide traffic lanes and three different posted speed limits. Although there are several trail systems and a large recreational facility adjacent to Mansell Street, there are no pedestrian, bicycle, or bus stop facilities included within the existing configuration. Pedestrians have to walk on the street or climb over a guard rail and walk along an overgrown informal path to access different park facilities or to commute between neighborhoods. Bicyclists share the road with vehicles travelling 45 MPH, and public transit users have to wait on the street for a bus. These non-ideal conditions encourage residents to drive into the park, between park facilities and adjacent neighborhoods rather than walk. Existing facilities do not support multimodal travel or foster community vitality.

Many of these concerns were brought to the attention of the San Francisco Recreation and Park Department (SFRPD) during its 2010 McLaren Park Needs Assessment workshops. In 2010, SFRPD completed three community workshops to gather information on the greater needs in McLaren Park. More than 300 residents attended those workshops and overwhelmingly voiced their concern for pedestrian and bicycle safety in the park.

During this public process, the community expressed a need for traffic calming and pedestrian safety measures along all park roads, and Mansell Street was identified as the most problematic street. The community later described the specific need for sidewalks or paths adjacent to the road, bicycle facilities, bulb-outs and crosswalks, and other traffic calming measures. The community also

mentioned the desire to reduce the number of lanes on Mansell from four to two with a reduction of the speed limits. Currently, the highest speed limit is 45 mph.

Project Scope and Benefits

Additional community outreach was conducted in February and March of 2013, and resulted in development of the following scope. Pedestrian safety and bicycle access issues were addressed by reducing the number of vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median between Visitacion Avenue and Brazil Avenue, and creating a multi-use path on the north side of the median. The multi-use path includes a Class I bike path with separate pedestrian and jogging paths. Safety improvements include a raised crosswalk at John F. Shelley Drive West, flashing beacons at all unimproved intersections, concrete bus stop pads at existing bus stops, and a corner bulb-out at the intersection of Mansell Street and Sunnydale Avenue. The entire roadway will be resurfaced and restriped with Class II and Class III bike paths painted between Brazil Avenue and Dublin Street, and a Class I bike path will be painted onto the closed section of Brazil Avenue from Mansell Street, north to where Brazil Avenue is open to traffic. Street-level lighting, trees and landscaping, bioswales, and site furnishings are also included to make this a complete streets project.

In addition to park users, these improvements will benefit residents of the adjacent communities and the region at large. Commuters who currently use Mansell Street to get to work or school will have more safe and efficient mode choices.

The project will improve the quality of life for residents within the two PDAs, the Eastern San Francisco CARE, and Southern San Francisco Community of Concern by providing multi-modal options that are safe and convenient. The Mansell Streetscape Improvement Project will provide improved connections between adjacent neighborhoods, park trail systems, recreational facilities and the three public schools located immediately adjacent to the Park. The addition of sidewalks and bicycle facilities will revitalize this portion of the park, which historically has become under-utilized due to access and isolation issues. Additional planned trail improvements adjacent to Mansell (that will be funded by the Land and Water Conservation Fund and in-kind volunteer labor) are expected to increase pedestrian volumes in the park once the pedestrian path and crosswalks are in place.

The Rec and Park Department strongly believes in induced demand: “if you build it, they will come.” Similar capital improvement projects and bicycle facility projects in the other San Francisco

parks have shown that renovation to park facilities results in higher usage and can instill a sense of pride and stewardship in the community.

The proposed facilities on Mansell Street will provide opportunities for increased physical activity by encouraging residents and park users to walk, stroll, skate, or bike. These activities have proven health benefits. Moreover, greater use of lower carbon-emission transportation modes will have a positive impact on the environment.

Prioritization and Previous Allocations

The Mansell Streetscape Improvement Project has been included as a line item under the Prop AA Strategic Plan under Street Repair and Reconstruction for \$2,325,624 and in the Prop K 5 Year Prioritization Plan under Expenditure Plan category for Transportation Land Use Coordination for \$888,903, as well as \$260,983 from the Bicycle and Pedestrian Circulation/Safety Categories for pre-design phases. This previous allocation required a partial deobligation of the prior design Prop K allocation in the amount of \$14,691 to be used to fund construction, for a total Prop K allocation of \$572,754. The total Prop K amount programmed to the project will not change.

The reduction of \$14,691 in the design budget occurred during the negotiation of the interdepartmental memorandum of understanding among SFMTA, DPW, and SFRPD to account for the fact that SFRPD could not charge for overhead costs for the phases of the project that were federally funded because it does not have a Caltrans Master Agreement. A similar reduction related to SFRPD costs was also applied to the construction phase.

Request for Additional Funds

Bids were received for the Mansell Streetscape Improvement Project on August 19, 2015, with a low bid of \$4,366,678.80. This bid is \$120,000 above the available funding for the base bid amount of the project. Without additional funding, eight (8) proposed street lights will be deleted from the project. We are requesting an additional \$163,358 to cover the \$120,000 for the street lights, along with \$22,050 for an alternate bid item of repairing existing damaged guardrails, and \$21,308 for construction management and inspection services for these items.

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

FY 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed

PROJECT DELIVERY MILESTONES

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

| | Start Date | | End Date | |
|--|------------|-------------|----------|-------------|
| | Quarter | Fiscal Year | Quarter | Fiscal Year |
| Planning/Conceptual Engineering | 3 | 2009/10 | 4 | 2012/13 |
| Environmental Studies (PA&ED) | 4 | 2012/13 | 3 | 2014/15 |
| R/W Activities/Acquisition | | | | |
| Design Engineering (PS&E) | 4 | 2013/14 | 4 | 2014/15 |
| Prepare Bid Documents | 4 | 2014/15 | 4 | 2014/15 |
| Advertise Construction | 4 | 2014/15 | 1 | 2015/16 |
| Start Construction (e.g., Award Contract) | 2 | 2015/16 | | |
| Procurement (e.g. rolling stock) | | | | |
| Project Completion (i.e., Open for Use) | | | 1 | 2016/17 |
| Project Closeout (i.e., final expenses incurred) | | | 1 | 2019/20 |

SCHEDULE COORDINATION/NOTES

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

Start Construction (e.g. Award Contract) - November 2015
Open for Use - August 2016

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

FY 2015/16

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

| | Yes/No | Cost for Current Request/Phase | | |
|----------------------------------|--------|--------------------------------|--------------------------|---------------------------|
| | | Total Cost | Prop K - Current Request | Prop AA - Current Request |
| Planning/Conceptual Engineering | | | | |
| Environmental Studies (PA&ED) | | | | |
| Design Engineering (PS&E) | | | | |
| R/W Activities/Acquisition | | | | |
| Construction | Yes | \$ 5,826,409 | | \$ 163,358 |
| Procurement (e.g. rolling stock) | | | | |
| | | \$5,826,409 | \$0 | \$163,358 |

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

| | Total Cost | Source of Cost Estimate |
|----------------------------------|---------------------|-------------------------|
| Planning/Conceptual Engineering | \$ 311,471 | Actual |
| Environmental Studies (PA&ED) | \$ 88,824 | Actual |
| Design Engineering (PS&E) | \$ 729,002 | Actual |
| R/W Activities/Acquisition | | |
| Construction | \$ 5,826,409 | Construction Contract |
| Procurement (e.g. rolling stock) | | |
| Total: | \$ 6,955,706 | |

% Complete of Design: 100 as of 6/5/2015

Expected Useful Life: 20-30 Years

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

| MAJOR LINE ITEM BUDGET | | | | |
|--|------|----------|------------|--------------------|
| Planning & Conceptual Engineering | | | | \$311,471 |
| Environmental | | | | \$88,824 |
| Design | | | | \$729,002 |
| Construction Total [1]+[2] | | | | \$5,826,409 |
| [1] Construction Hard Costs | | | | \$5,087,540 |
| Item | Unit | Quantity | Unit Price | Cost |
| Demolition | LS | 1 | \$340,062 | \$340,062 |
| Asphaltic Concrete 2" Overlay | SF | 265,000 | \$4 | \$1,113,000 |
| Asphalt Paving (sidewalk and bus stops) | SF | 37,800 | \$14 | \$515,970 |
| Speed Tables at Crosswalks | SF | 4,300 | \$26 | \$112,875 |
| Roadway Re-Striping/Rumble Strips | LS | 1 | \$73,500 | \$73,500 |
| 6" Asphalt Curb | LF | 4,300 | \$21 | \$90,300 |
| 6" Concrete Curb (at adjusted medians) | LF | 1,475 | \$32 | \$46,463 |
| Concrete Curb Ramps | EA | 10 | \$3,675 | \$36,750 |
| Rumble Strips | LF | 4,760 | \$1 | \$2,999 |
| Stabilized Decomposed Granite | SF | 10,000 | \$5 | \$52,500 |
| 2'-4' High Concrete Wall at Brazil Bus Stop | LF | 75 | \$289 | \$21,656 |
| Re-Grade Roadway/Misc. Hardscape | SF | 15,000 | \$2 | \$31,500 |
| Drop Inlet | EA | 10 | \$10,500 | \$105,000 |
| Grading | SF | 41,375 | \$2 | \$65,166 |
| Bioswale/Retention Areas | SF | 41,375 | \$3 | \$130,331 |
| Bioswale Native Grass Planting | SF | 41,375 | \$1 | \$43,444 |
| Native Low Water Use Shrub Planting | SF | 32,625 | \$3 | \$102,769 |
| 15 Gallon Tree Planting | EA | 75 | \$315 | \$23,625 |
| 24" Box Tree Planting | EA | 75 | \$1,260 | \$94,500 |
| Irrigation System | SF | 50,000 | \$3 | \$157,500 |
| Benches | EA | 12 | \$2,625 | \$31,500 |
| Bike Racks | EA | 18 | \$735 | \$13,230 |
| Vehicular Bollards | EA | 30 | \$735 | \$22,050 |
| Vehicular Gates | EA | 4 | \$10,500 | \$42,000 |
| Jersey Barrier | LF | 775 | \$105 | \$81,375 |
| Kiosk/Signage | EA | 2 | \$15,750 | \$31,500 |
| Safe Hit Posts | EA | 10 | \$42 | \$420 |
| Flashing Beacon at Crosswalks | EA | 8 | \$15,750 | \$126,000 |
| Public Art | LS | 1 | \$36,750 | \$36,750 |
| Misc Utility Work | LS | 1 | \$78,750 | \$78,750 |
| Solar Street Lighting | EA | 15 | \$12,600 | \$189,000 |
| Persia/Sunnydale Intersection Improv. | LS | 1 | \$17,178 | \$17,178 |
| <i>Sub-total</i> | | | | <i>\$3,829,662</i> |
| Traffic Control (5%) | LS | 1 | \$191,483 | \$191,483 |
| Striping | LS | 1 | \$327,865 | \$327,865 |
| Signage | LS | 1 | \$62,493 | \$62,493 |
| Guardrail Repair | LS | 1 | \$22,050 | \$22,050 |
| Mobilization (5%) | LS | 1 | \$191,483 | \$191,483 |
| <i>Sub-total</i> | | | | <i>\$4,625,036</i> |
| Construction Contingency (10%) | | | | \$462,504 |
| [2] Construction Management and Support (14.5% of Hard Costs) | | | | \$738,869 |
| SFMTA | | | | \$40,800 |
| SF Public Works | | | | \$693,117 |
| SFRPD | | | | \$4,952 |
| GRAND TOTAL | | | | \$6,955,706 |

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

FY 2015/16

Project Name: Mansell Corridor Improvement

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$163,358

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

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

Funding this request is contingent on Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.

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

| Fund Source | Planned | Programmed | Allocated | Total |
|-------------------------|-----------|------------|-------------|-------------|
| OBAG | | | \$1,551,614 | \$1,551,614 |
| Rec Park Funds | | | \$300,000 | \$300,000 |
| Prop AA | \$163,358 | | \$2,325,624 | \$2,488,982 |
| Prop K Sales Tax | | | \$572,754 | \$572,754 |
| Urban Greening Grant | | | \$848,059 | \$848,059 |
| Rec Park Forestry Funds | | | \$65,000 | \$65,000 |
| Total: | \$163,358 | \$0 | \$5,663,051 | \$5,826,409 |

Actual Prop K Leveraging - This Phase: 73.37% \$5,826,409

Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

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

| Fund Source | \$ Amount | Required Local Match | |
|-------------|-------------|----------------------|-----------|
| | | % | \$ |
| OBAG | \$1,551,614 | 11.47% | \$177,970 |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

| Fund Source | Planned | Programmed | Allocated | Total |
|-------------------------|-----------|------------|--------------|--------------|
| OBAG | | | \$1,762,239 | \$1,762,239 |
| Rec Park Funds | | | \$439,312 | \$439,312 |
| Prop AA | \$163,358 | | \$2,527,852 | \$2,691,210 |
| Prop K Sales Tax | | | \$1,149,886 | \$1,149,886 |
| Urban Greening Grant | | | \$848,059 | \$848,059 |
| Rec Park Forestry Funds | | | \$65,000 | \$65,000 |
| Total: | | \$0 | \$13,748,054 | \$ 6,955,706 |

Actual Prop K Leveraging - Entire Project: 83.47% \$ 6,955,706

Expected Prop K Leveraging per Expenditure Plan: #N/A Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project: 61.31%

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

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

Prop AA Funds Requested: \$163,358

| Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule | | | |
|--|------------------|-----------------------|----------|
| Fiscal Year | Cash Flow | % Reimbursed Annually | Balance |
| FY 2015/16 | \$108,905 | 67.00% | \$54,453 |
| FY 2016/17 | \$54,453 | 33.00% | \$0 |
| Total: | \$163,358 | | |

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

| | Amount | Phase: |
|---|------------------|--------------|
| Funding Recommended: Prop AA Allocation | \$163,358 | Construction |
| Total: | \$163,358 | |

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

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

| Source | Fiscal Year | Maximum Reimbursement | % Reimbursable | Balance |
|---------------|-------------|-----------------------|----------------|----------|
| Prop AA - Ped | FY 2015/16 | \$108,905 | 67.00% | \$54,453 |
| Prop AA - Ped | FY 2016/17 | \$54,453 | 33.00% | \$0 |
| Total: | | \$163,358 | 100% | |

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

| Source | Fiscal Year | Phase | Maximum Reimbursement | Cumulative % Reimbursable | Balance |
|---------------|-------------|--------------|-----------------------|---------------------------|----------|
| Prop AA - Ped | FY 2015/16 | Construction | \$108,905 | 67% | \$54,453 |
| Prop AA - Ped | FY 2016/17 | Construction | \$54,453 | 100% | \$0 |
| Total: | | | \$163,358 | | |

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

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

Deliverables:

- With a quarterly progress report submitted during construction, provide 2-3 digital photos of construction work in progress.
- Upon project completion (anticipated August 2016), provide 2-3 digital photos of after conditions.

Special Conditions:

- The recommended allocation is contingent upon Board approval of the 2016 Prop AA call for projects programming recommendations, expected on March 22, 2016.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

-

Supervisorial District(s):

| | |
|--|--------|
| Prop K proportion of expenditures - this phase: | 26.63% |
| Prop AA proportion of expenditures - this phase: | NA |

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

SFCTA Project Reviewer: **Project # from SGA:**

MAPS AND DRAWINGS

Mansell Location Map



Rendering of Design



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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ -
Current Prop AA Request: \$ 163,358

Project Name: Mansell Corridor Improvement

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): David Froehlich

Joel C. Goldberg

Title: Project Manager

Capital Procurement & Mgmt

Phone: 415-558-4041

415-701-4499

Fax: _____

Email: David.Froehlich@sfdpw.org

Joel.Goldberg@sfmta.com

Address: 30 Van Ness Ave, 5th Floor
San Francisco, CA 94102

1 S. Van Ness Ave, 8th Floor San
Francisco, CA 94103

Date: _____



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Memorandum

Date: 03.17.16 **RE:** Citizens Advisory Committee
March 23, 2016

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600

Summary

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2015, through Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2015/16 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2015/16 Budget be amended as shown in Attachment A.

BACKGROUND

In June 2015, through approval of Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The purpose of this memorandum is to brief the Citizens Advisory Committee on the proposed FY 2015/16 budget revisions and to seek a motion of support for adoption of an amended budget. The budget revision reflects a decrease of \$3,616,773 in revenues and increase of \$23,347,827 in expenditures for a total net decrease of \$26,964,600 in fund balance. These revisions include carryover expenditures from the prior period. The effect of the amendment on the adopted FY 2015/16 Budget (in the aggregate line item format specified in the Transportation Authority's Fiscal Policy) is shown in Attachments A and B. The detailed budget explanations by line item are included in Attachment C.

Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund For Clean Air Program, Vehicle Registration Fee for Transportation Improvements Program (Prop AA) and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; Geary Corridor Bus Rapid Transit Project; I-280 Balboa Park Interchange Modifications Initiation Phase; Bay Area Rapid Transit Travel Incentives Program, eFleet Carsharing Electrified project; 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase; San Francisco Long-Range Transportation Planning Program; Phase 2 of the Late Night Transportation Plan; Geneva-Harney BRT Feasibility Study; Treasure Island Mobility Management Agency; Travel Demand Modeling Assistance; Transit Reliability Research study; Lombard Street Corridor (US 101); Bayview Moves Van Sharing Pilot study; Alemany Interchange Improvement Study; San Francisco Freeway Corridor Management Study; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2015/16 budget.

We propose that the adopted FY 2015/16 Budget be amended as shown in Attachment A.

ALTERNATIVES

1. Adopt a motion of support for amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600, as requested.
2. Adopt a motion of support for amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

If approved, the proposed amendment to the FY 2015/16 Budget would decrease \$3,616,773 in revenues and increase \$23,347,827 in expenditures for a net decrease of \$26,964,600 in fund balance as described above.

RECOMMENDATION

Adopt a motion of support for amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600.

Attachments (3):

- A. Proposed Fiscal Year 2015/16 Budget Amendment
- B. Proposed Fiscal Year 2015/16 Budget Amendment Line Item Detail
- C. Fiscal Year 2015/16 Budget Amendment Explanations

**San Francisco County Transportation Authority
Attachment A
Proposed Fiscal Year 2015/16 Budget Amendment**



| | | Proposed Budget Amendment by Fund | | | | | Increase/ (Decrease) | Adopted Budget Fiscal Year 2015/16 |
|--|------------------------|--|--|--|--|---|-------------------------|---|
| | | Congestion Management Agency Programs | Transportation Fund For Clean Air Program | Registration Fee For Transportation Improvements Program | Treasure Island Mobility Management Agency Program | Proposed Budget Amendment Fiscal Year 2015/16 | | |
| Revenues: | | | | | | | | |
| Sales Tax Revenues | \$ 101,293,575 | \$ - | \$ - | \$ - | \$ - | \$ 101,293,575 | \$ 101,293,575 | |
| Vehicle Registration Fee | - | - | - | 4,776,540 | - | 4,776,540 | 4,776,540 | |
| Interest Income | 328,196 | - | 2,140 | 4,370 | - | 334,706 | 334,706 | |
| Federal/State/Regional Revenues | 75,000,000 | 28,191,276 | 772,398 | - | 750,000 | 104,713,674 | 105,463,614 | |
| Other Revenues | 47,384 | 1,873 | - | - | - | 49,257 | 2,916,090 | |
| Total Revenues | 176,669,155 | 28,193,149 | 774,538 | 4,780,910 | 750,000 | 211,167,752 | 214,784,525 | |
| Expenditures: | | | | | | | | |
| Capital Project Costs | 222,147,229 | 29,582,343 | 1,225,593 | 7,112,584 | 492,444 | 260,560,193 | 241,369,483 | |
| Administrative Operating Costs | 6,600,863 | 2,207,457 | 38,515 | 228,830 | 357,022 | 9,432,687 | 9,951,543 | |
| Debt Service | 20,960,000 | - | - | - | - | 20,960,000 | 21,760,000 | |
| Prior Year Expenditure Carryover | 281,637 | 5,089,500 | - | - | 104,836 | 5,475,973 | - | |
| Total Expenditures | 249,989,729 | 36,879,300 | 1,264,108 | 7,341,414 | 954,302 | 296,428,853 | 273,081,026 | |
| Other Financing Sources (Uses): | (8,890,453) | 8,686,151 | - | - | 204,302 | - | - | |
| Net Change in Fund Balance | \$ (82,211,027) | \$ (489,570) | \$ (2,560,504) | \$ - | \$ - | \$ (85,261,101) | \$ (58,296,501) | |
| Budgetary Fund Balance, as of July 1 | \$ 99,592,152 | \$ - | \$ 1,107,504 | \$ 7,311,391 | \$ - | \$ 108,011,047 | \$ (82,359,986) | |
| Budgetary Fund Balance, as of June 30 | \$ 17,381,125 | \$ - | \$ 617,934 | \$ 4,750,887 | \$ - | \$ 22,749,946 | \$ (140,656,487) | |

**San Francisco County Transportation Authority
Attachment B
Proposed Fiscal Year 2015/16 Budget Amendment
Line Item Detail**



| | Proposed Budget Amendment by Fund | | | | | | | Increase/ (Decrease) | Adopted Budget Fiscal Year 2015/16 |
|--|-----------------------------------|--|--|---|--|---|--------------------|-------------------------|---|
| | Sales Tax Program | Congestion Management Agency Programs | Transportation Fund For Clean Air Program | Vehicle Registration Fee For Transportation Improvements Program | Treasure Island Mobility Management Agency Program | Proposed Budget Amendment Fiscal Year 2015/16 | | | |
| Revenues: | | | | | | | | | |
| Sales Tax Revenues | \$ 101,293,575 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 101,293,575 | \$ - | \$ 101,293,575 |
| Vehicle Registration Fee | - | - | - | 4,776,540 | - | - | 4,776,540 | - | 4,776,540 |
| Interest Income | 328,196 | - | 2,140 | 4,370 | - | - | 334,706 | - | 334,706 |
| Federal/State/Regional Revenues | | | | | | | | | |
| Federal BART Travel Incentives Program | - | 278,400 | - | - | - | - | 278,400 | 278,400 | - |
| Federal CMAQ Program: eFleet Carsharing Electrified Project | - | 110,962 | - | - | - | - | 110,962 | (256,661) | 367,623 |
| Federal FHWA Transit Reliability Research | - | 41,500 | - | - | - | - | 41,500 | 41,500 | - |
| Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement Project | - | 20,875,671 | - | - | - | - | 20,875,671 | (2,354,435) | 23,230,106 |
| Federal Highway Bridge Program - Yerba Buena Island Bridge Structures | - | 1,934,656 | - | - | - | - | 1,934,656 | 1,352,129 | 582,527 |
| Federal San Francisco Freeway Performance Initiative Study | - | 278,048 | - | - | - | - | 278,048 | 59,048 | 219,000 |
| Federal Strategic Highway Research Program | - | 123,947 | - | - | - | - | 123,947 | - | 123,947 |
| Federal Surface Transportation Program 3% Revenue | - | 911,683 | - | - | - | - | 911,683 | (343,424) | 1,255,107 |
| State Seismic Retrofit Proposition IB - I/80 YBI Interchange Improvement Project | - | 2,704,665 | - | - | - | - | 2,704,665 | (305,042) | 3,009,707 |
| Regional Agency Contributions - Model Service Bureau | - | 85,964 | - | - | - | - | 85,964 | 85,964 | - |
| Regional BART - Travel Incentives Program | - | 53,800 | - | - | - | - | 53,800 | 53,800 | - |
| Regional Golden Gate Bridge, Highway and Transportation District - Presidio Parkway | 75,000,000 | - | - | - | - | - | 75,000,000 | - | 75,000,000 |
| Regional San Francisco (OEWD) - Late Night Transportation | - | 125,000 | - | - | - | - | 125,000 | 125,000 | - |
| Regional San Francisco (Planning) - Long-Range Transportation Planning Program | - | 179,588 | - | - | - | - | 179,588 | 179,588 | - |
| Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance | - | 200,000 | - | - | - | - | 200,000 | - | 200,000 |
| Regional San Francisco (SFMTA) - 19th Avenue M-Ocean View | - | 287,392 | - | - | - | - | 287,392 | 234,193 | 53,199 |
| Regional TIDA - Treasure Island Mobility Management Agency | - | - | - | - | 750,000 | - | 750,000 | 100,000 | 650,000 |
| Regional Vehicle Registration Fee Revenues (TFCA) | - | - | 772,398 | - | - | - | 772,398 | - | 772,398 |
| Other Revenues | | | | | | | | | |
| Local Match: City CarShare eFleet Carsharing Electrified | - | 1,873 | - | - | - | - | 1,873 | (4,337) | 6,210 |
| San Francisco Dept of Environment - Bicycle Racks/Shower Facilities | 2,000 | - | - | - | - | - | 2,000 | - | 2,000 |
| Sublease of Office Space | 45,384 | - | - | - | - | - | 45,384 | - | 45,384 |
| TIDA Loan Reimbursement - YBI Interchange Improvement Project | - | - | - | - | - | - | - | (2,862,496) | 2,862,496 |
| Total Revenues | 176,669,155 | 28,193,149 | 774,538 | 4,780,910 | 750,000 | 211,167,752 | 214,784,525 | (3,616,773) | 214,784,525 |

San Francisco County Transportation Authority
Attachment B
Proposed Fiscal Year 2015/16 Budget Amendment
Line Item Detail



| | Proposed Budget Amendment by Fund | | | | | | Increase/ (Decrease) | Adopted Budget Fiscal Year 2015/16 |
|---|-----------------------------------|--|--|--|--|---|-------------------------|---|
| | Sales Tax Program | Congestion Management Agency Programs | Transportation Fund For Clean Air Program | Registration Fee For Transportation Improvements Program | Treasure Island Mobility Management Agency Program | Proposed Budget Amendment Fiscal Year 2015/16 | | |
| Expenditures: | | | | | | | | |
| Capital Project Costs | | | | | | | | |
| Individual Project Grants, Programs & Initiatives | 145,000,000 | - | 1,225,593 | 7,087,584 | - | 153,313,177 | 18,003,626 | 135,309,551 |
| Technical Professional Services | 77,147,229 | 29,582,343 | - | 25,000 | 492,444 | 107,247,016 | 1,187,084 | 106,059,932 |
| Administrative Operating Costs | | | | | | | | |
| Personnel Expenditures | | | | | | | | |
| Salaries | 2,852,566 | 1,454,011 | 26,190 | 104,194 | 203,294 | 4,640,255 | - | 4,640,255 |
| Fringe Benefits | 1,337,762 | 684,240 | 12,325 | 49,032 | 98,228 | 2,181,587 | - | 2,181,587 |
| Pay for Performance | 194,965 | - | - | - | - | 194,965 | - | 194,965 |
| Non-personnel Expenditures | | | | | | | | |
| Administrative Operations | 2,000,470 | 69,206 | - | 75,604 | 51,300 | 2,196,580 | (518,856) | 2,715,436 |
| Equipment, Furniture & Fixtures | 144,700 | - | - | - | - | 144,700 | - | 144,700 |
| Commissioner-Related Expenses | 70,400 | - | - | - | 4,200 | 74,600 | - | 74,600 |
| Debt Service | | | | | | | | |
| Principal Retirement | 20,000,000 | - | - | - | - | 20,000,000 | - | 20,000,000 |
| Interest and Fiscal Charges | 960,000 | - | - | - | - | 960,000 | (800,000) | 1,760,000 |
| Prior Year Expenditure Carryover | 281,637 | 5,089,500 | - | - | 104,836 | 5,475,973 | 5,475,973 | - |
| Total Expenditures | 249,989,729 | 36,879,300 | 1,264,108 | 7,341,414 | 954,302 | 296,428,853 | 23,347,827 | 273,081,026 |
| Other Financing Sources (Uses): | | | | | | | | |
| Transfers in - Prop K Match to Grant Funding | - | 8,686,151 | - | - | 204,302 | 8,890,453 | 10,952,342 | (2,061,889) |
| Transfers out - Prop K Match to Grant Funding | (8,890,453) | - | - | - | - | (8,890,453) | (10,952,342) | 2,061,889 |
| Total Other Financing Sources (Uses) | (8,890,453) | 8,686,151 | - | - | 204,302 | - | - | - |
| Net Change in Fund Balance | \$ (82,211,027) | \$ - | \$ (489,570) | \$ (2,560,504) | \$ - | \$ (85,261,101) | \$ (26,964,600) | \$ (58,296,501) |
| Budgetary Fund Balance, as of July 1 | \$ 99,592,152 | \$ - | \$ 1,107,504 | \$ 7,311,391 | \$ - | \$ 108,011,047 | N/A | \$ (82,359,986) |
| Budgetary Fund Balance, as of June 30 | \$ 17,381,125 | \$ - | \$ 617,934 | \$ 4,750,887 | \$ - | \$ 22,749,946 | N/A | \$ (140,656,487) |

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency

Fund Reserved for Program and Operating Contingency \$ 10,129,358 \$ - \$ 77,240 \$ 477,654 \$ - \$ 10,684,251

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|---|
| 1. | Sales Tax Program (Prop K) Individual Project Grants, Programs & Initiatives | \$125,000,000 | \$20,000,000 | \$145,000,000 | <p>We developed the FY 2015/16 Prop K Capital Expenditures based on a review of the Prop K Strategic Plan as amended and in consultation with project sponsors, evaluated likely reimbursement needs of prior year projects expected to carryforward to the next FY, as well as of projects programmed for FY 2015/16 funds in the Strategic Plan and 5-Year Prioritization Programs. As is typical, a relatively small number of large projects and programs drive the anticipated Prop K capital expenditures, with San Francisco Municipal Transportation Agency (SFMTA) vehicle program as one of the major drivers. At the time of the original budget adoption, there was still a fair bit of uncertainty regarding the cash flow needs of the SFMTA vehicle procurements so we opted to take a more conservative approach to the capital budget and flagged that we would likely need to increase the capital budget mid-year, which is what we are now proposing. SFMTA vehicle cash flow needs make up about 26% of the proposed amended Prop K Capital Budget Expenditures of \$145,000,000, an increase of \$20,000,000 over the adopted budget of \$125,000,000 as shown in Attachment B. Some of the other projects with the highest expected expenditures this year include the Transbay Transit Center, Doyle Drive, SFMTA's Radio Replacement project, and paratransit.</p> |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|---|
| 2. | Vehicle Registration Fee For Transportation Improvements Program (Prop AA) Individual Project Grants, Programs & Initiatives | 9,083,958 | (1,996,374) | 7,087,584 | Our estimate for FY 2015/16 Prop AA capital expenditures was based on a review of the Prop AA Strategic Plan as amended and in consultation with project sponsors, of prior year projects including those with multi-year schedules and projects no longer anticipated to be completed in FY 2014/15 as originally planned. For the mid-year budget revision, we followed the same process, seeking updated information and assessed whether any remaining FY 2015/16 programming would be allocated and eligible for reimbursement in the remaining months of the fiscal year. As a result of our review, we recommend decreasing the budgeted \$9,083,958 in Prop AA Capital Project Expenditures by \$1,996,374 to a total of \$7,087,584 as shown in Attachment B. The amendment is primarily attributable to three projects: San Francisco Public Work's (SFPW's) street reconstruction project on Dolores Street has advanced slower than anticipated due to necessary coordination with the work of other agencies; the Mayor's Office of Housing and Community Development's Hunters View Transit Connection project was delayed; and the SFMTA has over \$600,000 in FY 2015/16 Prop AA capital expenditures assumed for rapid network projects; however most of these funds have yet to be allocated as the SFMTA is using other fund sources first for Muni Forward. |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|------------------------------|--------------------------|---|-----------------------------------|---|
| 3. | I-80/YBI Improvement Project | 26,239,813 | (2,659,477) | 23,580,336 | <p>We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project. In July 2013, Caltrans approved a \$77.5-million construction phase funding request, consisting of a combination of Federal Highway Bridge Program (HBP) and State Proposition 1B Seismic Retrofit funds. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 and is anticipated to be completed by August 2016. Some of the construction activities have been pushed to the following fiscal year due to the wet winter season. This amendment decreases Federal Revenues by \$2,354,435 and State Revenues by \$305,042. Corresponding Capital Project Expenditures will decrease by \$2,663,072 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$3,595 for FY 2015/16 activity.</p> |
| 4. | YBI Bridge Structures | 658,000 | 1,527,312 | 2,185,312 | <p>We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. In May 2015, the Transportation Authority received an additional \$5.78 million of federal HBP funds from Caltrans for the reimbursement of engineering and environmental analysis to implement the Value Engineering Analysis Alternative, which will also improve seismic performance, simplify construction efforts, minimize maintenance cost and is preferred by TIDA and SFPW. Local matching funds to the federal HBP funds are fulfilled by TIDA through a loan agreement with the Transportation Authority. This amendment increases Federal Revenues by \$1,352,129 and the outstanding TIDA loan by \$175,183. Corresponding Capital Project Expenditures will increase by \$1,503,112 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$24,200 for FY 2015/16 activity.</p> |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|--|
| 5. | Geary Corridor Bus Rapid Transit Environmental Clearance | 282,812 | 472,905 | 755,717 | In July 2015, through Resolution 16-06, the Transportation Authority approved additional Prop K funds needed to generate a Conceptual Engineering Report for the Phase 2 (Full) Geary Bus Rapid Transit Project, bringing the engineering design of the project to 30%. Funds will provide for staff and consultant needs to complete the environmental phase. This amendment increases Capital Project Expenditures by \$359,053 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$113,852 for FY 2015/16 activity. |
| 6. | I-280 Balboa Park Interchange Modifications Initiation Phase | 750,000 | (372,500) | 377,500 | In February 2015, through Resolution 15-41, the Transportation Authority approved Prop K funds for traffic analysis and environmental work required for the proposed realignment of the I-280 off-ramp at Ocean Avenue to make it a "T" intersection with a new signal at Ocean. The scope also includes a ramp closure analysis for the possible closure of the I-280 on-ramp at Geneva Avenue. The overall scope is now expected to be completed by December 2016, due to delays in executing a Caltrans Cooperative Agreement. Therefore, a portion of this year's project activities will be deferred to FY 2016/17. This amendment decreases Capital Project Expenditures by \$210,000, Administrative Operating (Non-personnel) Costs by \$95,000, and shifts Administrative Operating (Personnel) Costs from CMA Programs to Sales Tax Program by \$67,500 for FY 2015/16 activity. |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|---|--------------------------|---|-----------------------------------|--|
| 7. | Bay Area Rapid Transit (BART) Travel Incentives Program | - | 348,000 | 348,000 | We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes (the San Francisco BART Travel Incentives Pilot Project). The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. The three-year pilot project will be funded by a federal Value Pricing Program grant, BART operating revenues, and a Prop K sales tax appropriation (Resolution 16-12). This amendment increases Federal Revenues by \$278,400 and Regional Revenues by \$53,800. Corresponding Capital Project Expenditures will increase by \$269,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$79,000 for FY 2015/16 activity. |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|---------------------------------------|--------------------------|---|-----------------------------------|---|
| 8. | eFleet Carsharing Electrified Project | 373,833 | (260,998) | 112,835 | <p>We serve as a fiscal agent to support City CarShare for deploying electric vehicles within the City and County of San Francisco and the City of Berkeley, with supportive infrastructure and operations for the eFleet: Carsharing Electrified Project. The project is funded by federal Congestion Mitigation and Air Quality Improvement Program funds through Caltrans and local match funds by City CarShare. We anticipate lower expenditures in FY 2015/16 due to project delays associated with the changes in City CarShare's organizational structure and in its marketing and educational approaches. City CarShare formed a strategic partnership with Carma in July 2015 to maximize utilization of electric vehicle (EV) technology and benefits of car sharing. Through the organizational change and assessment, City CarShare recognized the lower-than-anticipated EV usage and has proposed shifting most of the remaining funds from vehicle purchase to innovative and creative marketing and educational initiatives to alleviate barriers to the EV usage. We are currently working with City CarShare to obtain approvals from MTC and Caltrans, and pending their approval, City CarShare anticipates completing the project by December 2016. This amendment decreases Federal Revenues by \$256,661 and Other Revenues by \$4,337. Corresponding Capital Project Expenditures will decrease by \$250,134 and Administrative Operating (Personnel) Costs will shift from CMA Programs to Sales Tax Program by \$10,864 for FY 2015/16 activity.</p> |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|--|
| 9. | 19 th Avenue/M-Ocean View Project Pre-Environmental Study Phase | 53,199 | 234,193 | 287,392 | <p>We are serving as the procuring agency for this project, which is being led by the SFMTA. The major objectives of this phase are to advance project development to the 5-10% level of engineering and prepare a Caltrans Project Study Report-Project Development Support (PSR-PDS) documentation required given the project's location within Caltrans-owned right-of-way. The project team is anticipating submittal of the draft PSR-PDS package to Caltrans for review in early Summer 2016. During FY 2015/16, the SFMTA approved an amendment to the MOA to fully reimburse the Transportation Authority for an additional \$234,193, which will cover additional engineering costs required to carry directly into the PSR-PDS and additional conceptual engineering work to consider refinements to the southern grade-separated crossing that is essential to conduct in advance of the subsequent environmental review phase of the project. This amendment increases Regional Revenues by \$234,193. Corresponding Capital Project Expenditures will increase by \$213,593 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$20,600 for FY 2015/16 activity.</p> |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|--|
| 10. | San Francisco Long-Range Transportation Planning Program (LRTTP) | 486,639 | (185,063) | 301,576 | <p>The LRTTP is a long range, comprehensive multiagency effort to define the desired and achievable transportation future for San Francisco. The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. Our schedule anticipates completion of the vision document by early 2017, with an update of the SFTP anticipated in mid-2018. Due to a longer than anticipated startup and contracting process, we propose to defer \$185,063 of this year's project activities to FY 2016/17. Additional funding from SF Planning increases Regional Revenues by \$179,588 and correspondingly decreases Federal Revenues, allowing us to preserve Federal Surface Transportation Program (STP) grant funds for future project needs. Total decrease to Federal Revenues for this project is \$343,424. Corresponding Capital Project Expenditures will decrease by \$14,333 and Administrative Operating (Personnel) Costs will shift from CMA Programs to Sales Tax Program by \$170,730 for FY 2015/16 activity.</p> |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|--|
| 11. | Late Night Transportation Plan (Phase 2) | - | 125,000 | 125,000 | <p>The Office of Economic and Workforce Development (OEWD) and the City's Entertainment Commission convened a Late Night Transportation Working Group (Working Group), which created a Late Night Integrated Transportation Plan to improve late night and early morning transportation options for San Francisco workers, residents, and visitors. Based on the recommendations identified in the report approved in February 2015, we are working with partner agencies to implement the next steps, including: beginning a process to refresh and consider expansion of all-night local and regional bus service; developing a pilot program funded by challenge grants for location-specific improvements; developing a coordinated information campaign to better communicate existing services; establishing an all-night transportation monitoring practice; and continuing to convene the Working Group. All work on the project will be fully reimbursed by OEWD. This amendment increases Regional Revenues by \$125,000. Corresponding Capital Project Expenditures will increase by \$60,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$65,000 for FY 2015/16 activity.</p> |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|--|
| 12. | Geneva-Harney BRT Feasibility Study | - | 103,798 | 103,798 | In April and July 2015, through Resolutions 15-52 and 16-06, respectively, the Transportation Authority approved additional Prop K funds to fulfill a commitment approved in November 2014 (Resolution 15-17) to cover City/County Association of Government of San Mateo County's and Peninsula Corridor Joint Powers Board's contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). Additional funds also supported project management, outreach and expanded technical analysis related to the Beatty Avenue alternative. The Final Report was approved in July 2015. This amendment increases Capital Project Expenditures by \$103,798 for FY 2015/16 activity. |
| 13. | Treasure Island Mobility Management Agency (TIMMA) | 750,000 | 99,466 | 849,466 | On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island. Original estimated contributions from TIDA need to be updated to reflect the executed agreement of \$750,000. Prop K funds appropriated through Resolution 15-13 will cover remaining project costs. This amendment increases Regional Revenues by \$100,000. Corresponding Capital Project Expenditures will increase by \$218,044, Administrative Operating (Non-personnel) Costs will increase by \$5,073 and Administrative Operating (Personnel) Costs will shift from TIMMA Program to Sales Tax Program by \$123,651 for a net increase of \$99,466 in expenditures for FY 2015/16 activity. |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|--|--------------------------|---|-----------------------------------|--|
| 14. | Travel Demand Modeling Assistance – Model Service Bureau | - | 85,964 | 85,964 | The Transportation Authority maintains the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The City of Brisbane and SFPW agreed to provide funding of \$25,000 and \$60,964, respectively, for us to conduct travel demand forecasting analysis in support of their planning efforts. This amendment increases Regional Revenues by \$85,964. Corresponding Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$85,964 for FY 2015/16 activity. |
| 15. | Transit Reliability Research | - | 83,000 | 83,000 | In November 2015, we received a federal award from the MTC to spend \$90,000 in discretionary Advanced Travel Forecasting Procedures Program funds to develop tools to analyze transit reliability and travel model research activities. This grant award has a 50% local match requirement, to be fulfilled by providing staff time. This amendment increases Federal Revenues by \$41,500. Corresponding Capital Project Expenditures will increase by \$20,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$63,000 for FY 2015/16 activity. |
| 16. | Lombard Street Corridor (US 101) - SFCIA Support | - | 75,000 | 75,000 | In July 2015, through Resolution 16-06, the Transportation Authority approved Prop K funds to provide leadership continuity as an advisor to the SFPW project management team implementing the Lombard Street Corridor Project. The SFMTA and SFPW are coordinating this project with a San Francisco Public Utilities Commission utility project and all work would be complete prior to a Caltrans paving project in 2018. This amendment increases Capital Project Expenditures by \$67,560 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$7,440 for FY 2015/16 activity. |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|---|--------------------------|---|-----------------------------------|--|
| 17. | Bayview Moves Van Sharing Pilot | - | 30,150 | 30,150 | <p>In October 2015, through Resolution 16-18, the Transportation Authority approved Prop K funds to 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. This amendment reflects the appropriation and increases Capital Project Expenditures by \$30,150 for FY 2015/16 activity.</p> |
| 18. | Alemany Interchange Improvement Study [N'TIP] | - | 27,264 | 27,264 | <p>In June 2015, through Resolution 15-61, the Transportation Authority approved Prop K Neighborhood Transportation Improvement Program funds to develop and evaluate a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. We will lead the Study in coordination with partner agencies and the surrounding communities. This amendment increases Capital Project Expenditures by \$27,264 for FY 2015/16 activity.</p> |
| 19. | San Francisco Freeway Corridor Management Study | 521,854 | 10,787 | 532,641 | <p>For the FCMS project, we are reallocating the utilization of funding sources to maximize federal funds awarded to the project. This amendment increases Federal Revenues by \$59,048. Corresponding Capital Project Expenditures will decrease by \$31,741, and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Program by \$42,528 for a net increase of \$10,787 in expenditures for FY 2015/16 activity.</p> |

Attachment C
San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations

| No. | Description | Adopted Budget FY2015/16 | Proposed Amendment Increase/ (Decrease) | Proposed Amended Budget FY2015/16 | Explanation |
|-----|---|--------------------------|---|-----------------------------------|---|
| 20. | Other Revenues | 2,916,090 | (2,866,833) | 49,257 | The Other Revenues line item included an estimate of the second of three loan repayments from TIDA on the environmental phase of the I-80/YBI Improvement Project. During FY 2015/16, we changed our budgetary basis upon accounting for loan transactions to conform to accounting principles generally accepted in the United States (GAAP) and began recognizing payments and repayments on loans as outflows and inflows of assets and not revenues. In order to comply with GAAP, we recommend reducing Other Revenues by \$2,866,833 for FY 2015/16 activity. |
| 21. | Administrative Operating Costs – Non-personnel Expenditures | 2,715,436 | (518,856) | 2,196,580 | Administrative Operating Costs for non-personnel expenditures also need to be updated from the original estimates contained in the adopted FY 2015/16 budget. Original estimates for temporary staff to assist throughout the year were not needed and we were able to timely fill the majority of open positions with permanent staff. In addition, audit and legal fees for individual projects have been lower than anticipated. |
| 22. | Debt Service Expenditures – Interest and Fiscal Charges | 1,760,000 | (800,000) | 960,000 | In June 2015, we replaced the current Commercial Paper Program with a revolving credit agreement (Revolver) from State Street Public Lending Corporation. With a Revolver, we have entered into a loan agreement directly with the bank, eliminating the need to regularly re-issue commercial paper notes, which reduces costs, complexity, administrative burden and bank credit downgrade risk. This amendment decreases Debt Service Expenditures – Interest and Fiscal Charges by \$800,000 for FY 2015/16 activity. |