



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** Wednesday, May 25, 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, Peter Tannen and Bradley Wiedmaier

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|------|----|---|----|
| 6:00 | 1. | <b>Committee Meeting Call to Order</b>  |    |
| 6:01 | 2. | <b>Chair's Report – INFORMATION</b>   |    |
| 6:05 |    | <b>Consent Calendar</b>   |    |
|      | 3. | <b>Approve the Minutes of the April 27, 2016 Meeting – ACTION*</b>  | 7  |
|      | 4. | <b>Adopt a Motion of Support for the Revised Administrative Code, the Revised Rules of Order, and the Revised Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and Adoption of the Title VI Program – ACTION*</b>   | 13 |
|      |    | <p>While it is Transportation Authority direction to review the Investment Policy and Debt Policy on an annual basis, it is also important to review the administrative code and all policies periodically, to ensure compliance with current statutes and the Transportation Authority's objectives. Upon the advice of the Transportation Authority's financial advisors, bond counsel and legal counsel, we are recommending changes to the Administrative Code; Rules of Order; Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and adoption of the Title VI Program to conform to applicable law and consistent with state and local government codes.</p>  |    |
|      | 5. | <b>Adopt a Motion of Support to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$835,000 and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*</b>  | 85 |
|      |    | <p>The Transportation Authority contracts with City and County of San Francisco (City) departments and outside firms for certain specialized professional services in areas where factors like costs, work volume, or the degree of specialization required would not justify the use of in-house staff. As summarized in Attachment 1, we are recommending renewing annual contracts for general legal counsel, video production services for Transportation Authority Board and Committee meetings, and exercising contract options for on-call strategic communications, media and community relations professional services, vehicle level of service and transit speed monitoring consulting services for the Congestion Management Program update for Fiscal Year 2016/17, on-call modeling and technology services, and computer network and maintenance services, in an amount not to exceed \$835,000.</p> |    |
|      | 6. | <b>Adopt a Motion of Support for Programming \$360,000 in Supplemental Regional Safe Routes to School (SR2S) Funds to San Francisco Department of Public Health's SR2S Program, and Reprogramming \$52,251 in One Bay Area Grant</b>  |    |

**Funds and \$548,388 in Congestion Management Agency Block Grant Funds to San Francisco Public Works' Second Street Improvement Project – ACTION\* 91**

The purpose of this memorandum is to seek a motion of support for some programming changes related to two Cycle 1 One Bay Area Grant (OBAG) projects. In June 2013, as Congestion Management Agency (CMA) for San Francisco, the Transportation Authority Board programmed \$1.439 million in Regional Safe Routes to School (SR2S) funds to the San Francisco Department of Public Health's (SFDPH's) SR2S Program and \$35 million in Cycle 1 OBAG block grant funds to seven projects, including San Francisco Public Works' (SFPW's) Second Street Improvement Project. Since then, the Metropolitan Transportation Commission extended Cycle 1 OBAG by 1 year and, as a result, generated supplemental funds for the Regional SR2S program. We are proposing to program San Francisco's modest share (\$360,000) of these funds to expand SFDPH's SR2S Program, particularly the communication, coordination, outreach, and evaluation efforts. The second recommended action is to reprogram unneeded funds from the ER Taylor SR2S (\$52,251 in Cycle 1 OBAG) and the Folsom Streetscape Improvement (\$548,388 in CMA Block Grant funds, the predecessor to OBAG) projects to SFPW's Second Street project. The Second Street project has experienced cost increases due to the rising cost of construction since the project was originally funded in 2013, and the community's request for the inclusion of pedestrian lighting.

**7. State and Federal Legislative Update – INFORMATION\* 105**

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 May 10, 2016 meeting, the Finance Committee recommended the following new positions: oppose on Assembly Bill First Extraordinary Session (ABX1) 24 (Levine) and Senate Bill (SB) 986 (Hill).

**End of Consent Calendar**

**6:10 8. Adopt a Motion of Support for Allocation of \$6,004,645 in Prop K Funds, with Conditions, and Appropriation of \$75,000 in Prop K Funds, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\* 153**

As summarized in Attachments 1 and 2, we have eight requests totaling \$6,079,645 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) is requesting about \$1.03 million for rail grinding of all tracks in the Muni Metro tunnel to extend the useful life of the rails, reduce the risk of derailment, and improve ride quality. The SFMTA has also requested \$150,000 for a Neighborhood Transportation Improvement Program (NTIP) planning project to develop conceptual designs for multimodal improvements to the Geneva-San Jose intersection, including passenger access to the M-Ocean View Line. San Francisco Public Works (SFPW) has requested \$64,734 for the design phase of the Great Highway Reroute (Permanent Restoration) and \$1.5 million to leverage One Bay Area Grant funds for construction of complete street improvements on 2nd Street between Market and Townsend Streets. SFPW has also requested funds for three programs funded annually by Prop K: Public Sidewalk Repair (\$537,494), Tree Planting and Maintenance (\$1,092,025) and Street Repair and Cleaning Equipment (\$1,499,408). The latter request is for replacement of five street sweepers which have exceeded their useful lives and will be out of compliance with California and Bay Area emissions standards after December 31, 2016. As a result, SFPW is requesting a Prop K Strategic Plan amendment to advance funds to meet Bay Area Air Quality Management District requirements. Finally, we are requesting \$150,000 jointly with the SFMTA for planning work to support commissioners' efforts to identify potential NTIP planning and capital projects and develop associated scopes, schedules and budgets.

**6:25 9. Adopt a Motion of Support for the Adoption of the Proposed Fiscal Year 2016/17 Annual Budget and Work Program – ACTION\* 163**

Pursuant to State statutes (PUC Code Sections 131000 et seq.) and the Transportation Authority's Fiscal Policy, the Transportation Authority Board must adopt an annual budget for the following fiscal year by June 30. The proposed Fiscal Year (FY) 2016/17 Annual Budget includes projections of sales tax revenues; federal, state and regional grants; investment income for the fiscal period; and projections of operating and administrative costs, capital expenditures, and associated financing costs. The proposed FY 2016/17 Annual Budget also includes a description of the Transportation Authority's proposed Work Program for the coming fiscal year. Total revenues are projected to be \$125.8 million, including \$108.2

million in sales tax revenues. Total expenditures are projected to be \$230.2 million. Capital project expenditures are projected to be \$219.9 million or about 95.5% of total expenditures. The final proposed FY 2016/17 Annual Budget and Work Program will be presented to the Finance Committee and Transportation Authority Board in June for approval. A public hearing will precede consideration of the FY 2016/17 Annual Budget and Work Program at the Transportation Authority Board's June meeting.

**6:35 10. Adopt a Motion of Support for the Fiscal Year 2016/2017 Transportation Fund for Clean Air Program of Projects – ACTION\* 183**

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for the TFCA Program Manager funds. In February we issued the call for Fiscal Year 2016/2017 TFCA applications. We received six project applications by the April 29, 2016 deadline, requesting \$1,476,415 in TFCA funds compared to \$972,257 in available funds. Two applications were subsequently withdrawn to allow for additional project development. We reviewed the remaining projects for eligibility, then evaluated eligible projects following the Board-adopted local expenditure criteria which include project type (e.g., first priority to zero emission projects), cost effectiveness of emissions reduced, program diversity, project readiness, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Based on this review, we are recommending full funding for the Gator Pass Implementation Project, Alternative Fuel Taxicab Incentive Program, and Emergency Ride Home. We are recommending partial funding for the Short Term Bike Parking project which is scalable and is least cost effective.

**6:50 11. Adopt a Motion of Support to Authorize the Executive Director to Execute, with Conditions, a Seven Party Supplement to the 2012 Memorandum of Understanding that Adopted an Early Investment Strategy Pertaining to the Peninsula Corridor Electrification Project – ACTION\* 191**

The Caltrain Early Investment Program consists of three components: the Communications Based Overlay Signal System (CBOSS) to provide Positive Train Control; the electrification of the Caltrain line between San Jose and San Francisco; and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified railroad. It is one of Prop K's signature projects. In April 2012, the Transportation Authority Board authorized the Executive Director to execute a Memorandum of Understanding (MOU) with the California High-Speed Rail Authority, the Metropolitan Transportation Commission, and six other local and regional entities to establish a funding framework for a High-Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. At the time, local contribution from each of the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo and Santa Clara) was \$60 million. The total Early Investment Program budget, established in 2009 and the basis of the 2012 nine-party MOU, was estimated at \$1.456 billion. That budget was based on a 2008 estimate. Subsequently, the initial budget was updated by Caltrain staff to reflect a cost estimate study conducted in 2014 and to account for received bids, resulting in a new projected cost of \$1.2.2 billion, an increase of \$755 million. The majority of the cost increase is attributable to the cost estimate study and the remainder from bid results. The new estimate includes \$316 million in contingency. This cost increase has triggered a need for a supplemental MOU to address the funding gap, which is the subject of this request. The supplemental MOU will increase each PCJPB members' contribution by \$20 million, to a total of \$80 million. In San Francisco, the Transportation Authority and the City would jointly cover the increase. We have \$3.9 million in Prop K funds remaining in the electrification line item. The source of the remaining funds is to be determined, but could include a potential new sales tax measure under consideration for the November 2016 ballot or City funds. This memo also provides an update on the overall program.

**7:10 12. Transportation Demand Management Ordinance – INFORMATION\* 211**

The Transportation Sustainability Program (TSP) is a joint effort between the San Francisco Planning Department, the San Francisco County Transportation Authority, the Office of Economic and Workforce Development, and the San Francisco Municipal Transportation Agency. Two of the three pieces, a Transportation Impact Fee on new development (Invest) and a shift in the metric to determine traffic impacts for environmental review (Align) were legislated earlier this winter. The final piece of the program (Shift) is a transportation demand management (TDM) program for new development. The TDM

Program would establish a framework of TDM requirements for new land use development projects, making sure these projects are designed to make it easier for new residents, tenants, employees, and visitors to get around by sustainable modes of travel such as transit, walking, and bicycling. Each measure that would be included in the TDM program is intended to reduce vehicle miles traveled from new development. On April 28, 2016 the Planning Commission unanimously voted to initiate a TDM ordinance to establish the new program. The Planning Commission is scheduled to consider adoption of the ordinance at its July 7, 2016 hearing.

**7:20 13. Development of a Transportation Sales Tax Expenditure Plan – INFORMATION\* 237**

At its May 17 meeting, the San Francisco Board of Supervisors (BOS) passed a resolution (Attachment 1) calling for the Transportation Authority, in partnership with the Mayor's Office and the San Francisco Municipal Transportation Agency (SFMTA), to lead development of a San Francisco Transportation Expenditure Plan to specify the use of revenues from a potential new half-cent sales tax for transportation for potential consideration for the November 2016 ballot. The Expenditure Plan would build and expand on the recommendations of the San Francisco Transportation Plan and Transportation 2030 Report (which recommended an additional half-cent sales tax as one of a suite of four revenue measures) as well as existing planning and prioritization efforts. To develop the Expenditure Plan, we will be seeking input from city and regional transit agencies serving San Francisco, members of the public, and other key stakeholders over the next eight weeks before the BOS and Mayor would need to act to place the measure on the ballot. Drawing upon the resolution and in close collaboration with the SFMTA, we have developed draft principles (Attachment 2) to guide development of the Expenditure Plan. At the Board meeting, we will provide information on the schedule and process to place a sales tax ordinance on the November 2016 ballot, outline a public engagement strategy, and present the draft principles. We will be seeking input and guidance from the Board, particularly on the public engagement strategy given the tight timeline.

**7:35 14. Bay Area (PBA) 2040 Update – INFORMATION\* 243**

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's 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 (see Attachment 1). Since then the agencies have adopted goals and performance measures, ABAG has released draft growth scenarios for review, and MTC has evaluated how the largest of the nominated projects perform in moving the region toward its targets. At the April CAC meeting, we presented the initial results of MTC's project performance evaluation. At the May CAC meeting, we will provide an update on MTC staff recommendations related to the project performance assessment, our strategy to fit San Francisco project priorities within new local (financially constrained) discretionary funding targets (which include one scenario with a new November 2016 half-cent sales tax measure and one without), and to maximize regional discretionary funds for San Francisco priorities. We will also provide some information about MTC's staff proposal for a regional housing action agenda which includes near- and medium-term proposals to address the region's affordable housing and displacement crisis (see presentation in Attachment 2 and MTC memo in Attachment 3).

**7:45 15. Introduction of New Business – INFORMATION**

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

**7:50 16. Public Comment**

**8:00 17. Adjournment**

\* Additional materials

**Next Meeting: June 22, 2016**



## CAC Meeting Agenda

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

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, April 27, 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, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen (entered during Item 6) and Chris Waddling.

Transportation Authority staff members present were Michelle Beaulieu, Amber Crabbe, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Luis Zurinaga (Consultant).

### 2. Chair's Report – INFORMATION

Chair Waddling encouraged CAC members to watch the video of the Bay Area Bike Share update presented at the April 19 Plans and Programs Committee, which was available on SFGovTV. He said that prior to the meeting, four CAC members had attended a tour of the San Francisco Municipal Transportation Agency's (SFMTA's) Transportation Management Center, led by Project Manager Frank Lau. He said that SFMTA and New Flyer were working on a glare shield for the interior lights on new buses, as suggested by CAC member Peter Tannen, which he noted was an example of how input from the CAC was important.

### Consent Calendar

#### 3. Approve the Minutes of the March 23, 2016 Meeting – ACTION

#### 4. Accounting Report and Investment Report for the Nine Months Ending March 31, 2016 – INFORMATION

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

Chair Waddling noted that Assembly Bill (AB) 1641 would allow local authorities to permit commuter shuttle services to use transit stops, and asked under what authority the SFMTA permitted its existing program. Maria Lombardo, Chief Deputy Director, replied that the Board had also discussed this topic. She referenced Transportation Authority Chair Wiener's comments noting that state law already granted the SFMTA the necessary authority for the program. She said that she believed the intention of AB1641 per the author was to clarify the existing law.

During public comment, Edward Mason said that the current law used to justify the commuter shuttle program was actually intended for school buses.

Roland LeBrun said that the Santa Clara Valley Transportation Authority had a different shuttle system than San Francisco, as Google picked up riders at light-rail stations, bypassing downtown San Jose altogether.

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

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, P. Sachs and Waddling

Absent: CAC Members Morrison and Tannen

### End of Consent Calendar

**6. Adopt a Motion of Support for Allocation of \$9,599,451 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Peter Sachs asked why the bike lanes were buffered rather than barrier protected, noting that there was nothing to keep cars or Ubers from double parking in them, and asked how barrier protected lanes were prioritized. Charles Ream, Planner at the San Francisco Municipal Transportation Agency (SFMTA) replied that for Arguello Boulevard, there was a process of community walk-throughs and consultations with the San Francisco Bike Coalition and Supervisor Mar's office to evaluate different treatment options. He said that factors such as driveways and the offset street grids in the area were challenges, but that the chosen design was approved by the SFMTA and Supervisor Mar's office. Mr. Sachs said that barrier protected lanes would be ideal and asked if that was with the first option considered. Mr. Ream responded that prioritization was based on demand and cyclist injuries, and that there was often an iterative process where a less intensive treatment could be upgraded at a later.

Myla Ablog said she had read an article in the San Francisco Examiner from February 23 that said the new trolley buses struggled on San Francisco's hills. She asked whether these buses would be used on Geary Corridor Bus Rapid Transit and whether the trolley buses would cause problems in the future if they struggled on hills. Kamini Lall, Senior Financial Analyst at SFMTA, replied that the buses had completed a lot of testing and were working on the routes where the new buses were being used. She said she could follow up to get more information if desired.

Ms. Ablog asked about the environmental clearance necessary for the Burke facility renovation. Jonathan Rewers, Manager of Capital Planning and Analysis at the SFMTA, responded that the project would likely be categorically exempt because the use would not change.

Brian Larkin asked whether design of the Burke facility would be finalized by the time subcontracts were awarded. Mr. Rewers replied that it would, and that San Francisco Public Works (SFPW) had good experience using the Construction Manager/General Contractor (CM/GC) approach. He said that the overhead line crews were first responders to electric line problems and that it was important to move them to a seismically sound facility. He said that San Francisco Animal Care & Control would move into the Bryant facility in 2018 and that it was important to meet that schedule. Mr. Larkin asked what would happen if the project fell behind schedule. Mr. Rewers replied that there were three phases to the project, but that the project could be accelerated to two phases if necessary. He added that costs for the Animal Care & Control facility could go up if it was delayed. Mr. Larkin said he was concerned that the current situation would lead to a delay. Jim Bucher, Senior Architect with SFPW, said that they were conscious of wanting to have a defensible design and that with CM/GC, they could bring a prime contractor on early to provide input on the design. He said that SFPW would control the project, with the SFMTA as the client.

Chair Waddling asked what the reasoning was for restriping Arguello Boulevard now if it was going to be torn up for repaving. Ms. LaForte replied that SFPW's paving schedule was in flux

depending on utility coordination and that the SFMTA believed that the short-term improvements were worth the cost.

Chair Waddling asked why there was sales tax charged on bus procurements when there were exemptions for things like scientific equipment. Ms. LaForte said that she would follow up.

Jacqueline Sachs said that the Arguello project should take into account the congregation at the intersection of Arguello Boulevard and Lake Street. She said that current signal timing did not allow enough time for some people to cross the street. Mr. Ream replied that the paving project would install pedestrian countdown signals and would take a comprehensive look at signal timing and that all intersections would accommodate the standard pedestrian speed of 2.5 feet per second.

During public comment, John Templeton said that his church was at the intersection of Arguello Boulevard and Lake Street and that they had never been contacted regarding the project. He said that that intersection was not designed to be safe for all users.

Roland LeBrun said that 2.5 feet per second was too fast and that Caltrain assumed 1.5 feet per second. He asked how the Burke project would improve operations and efficiency, and whether the SFMTA was being paid to leave the Bryant facility. He noted that the Transbay Transit Center had used a CM/GC project delivery method.

Edward Mason asked how money was being accumulated to perform mid-life overhauls on all the new vehicles that San Francisco was buying. He also asked whether expensive mechanics or engineers were doing the warranty paperwork, as he did not see administrative staff listed in the budget.

John Larson moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen and Waddling

Nays: Peter Sachs

Absent: CAC Members Morrison

## 7. **Major Capital Projects Update – Muni Radio Replacement Project – INFORMATION**

Luis Zurinaga, Consultant for the Transportation Authority, presented the item per the staff memorandum.

Brian Larkin asked why the cost for conceptual engineering was so high if the project was being delivered as design/build. Mr. Zurinaga replied that there was more developed conceptual engineering than was typical because it was design/build.

Santiago Lerma asked what the benefits of the project would be. Mr. Zurinaga replied that the existing systems were very old and that it was difficult to get parts to repair them. Mr. Lerma asked whether some of the vehicles slated for replacement would get upgraded radio equipment. Mr. Zurinaga said that vehicles would be prioritized based on their expected remaining service life.

Peter Sachs said he was familiar with projects in the air traffic control industry where Harris, SFMTA's contractor, seemed to strategically realize that a project required a broader scope than had been assumed, resulting in higher costs. He said he hoped this contract would not result in the same situation. Mr. Zurinaga said that it was unfortunate that Harris was the only bidder on the project, and noted that the bid was 40% above the estimate and that it took over a year to

negotiate the award.

During public comment, Roland LeBrun said that it would cost a fortune to integrate the many disparate systems SFMTA used and that it might be prudent to pause the radio project and hire a consultant to help better organize the communications systems before they were upgraded.

## 8. Update on the Proposed Golden State Warriors Arena – INFORMATION

Peter Albert, Urban Planning Initiatives Manager with the San Francisco Municipal Transportation Agency, and Adam Van de Water, Project Manager for the City's Office of Economic and Workforce Development, presented them item.

Maria Lombardo, Chief Deputy Director, acknowledged Mr. Albert's imminent retirement. She and Chair Waddling expressed great appreciation for his career, including his work at the Transportation Authority.

Chair Waddling asked if the Mission Bay Loop had been incorporated into the transportation management plan for the arena. Mr. Albert said that it had and that the Loop was one reason for the central platform design of the arena's light-rail station. Chair Waddling commented that San Francisco Giants games caused traffic jams in the Bayview and asked how any management plan could improve the situation once the Golden State Warriors arena was operational. Mr. Albert said the introduction of Parking Control Officers (PCOs) had improved traffic related to Giants games. He said PCOs for Warriors games would intercept vehicles before they reached the most congested areas near the arena and would divert them directly to parking facilities to reduce congestion from vehicles seeking parking places. Mr. Van de Water added that the transportation plan emphasized emergency access to the hospital and prioritized emergency vehicle corridors. He said PCOs would have the means to override signal phases for emergency vehicles and to ease gridlock. Mr. Van de Water noted that congestion would not improve as a result of the new arena, but that the goal was to manage it as well as possible. He said since Warriors games were in the evening, they would not coincide with most Giants games, and that the main issue was the overlap between evening rush hour and evening events at the arena.

Mr. Albert said the plan assumed construction of the Mission Rock parking structure, and that he had hoped to include shared use of an additional 9,000 existing parking spaces. He said ideal parking locations were located outside of the immediate vicinity of the arena. Mr. Van de Water added that the planners had looked at the development up to 40 years in the future, so the Mission Rock parking structure was incorporated in the traffic model because it was a known future development.

Jacqueline Sachs asked if construction of the arena would negatively impact access to the University of California, San Francisco's (UCSF's) Mission Bay campus, such as its shuttle. Mr. Albert responded that UCSF and the biotech companies in the area had endorsed the plan because of its parking management strategies. Chair Waddling commented that he worked near Mission Bay and said congestion had been managed well near the construction site.

During public comment, John Templeton said he had recently experienced major delays on the T-Third light-rail line as a result of Giants games. He said that he inquired with the San Francisco Planning Department as to why the environmental review process had not included input from the Hunters Point community, and was told that the California Environmental Quality Act did not require that environmental documents respond to environmental justice issues.

Roland LeBrun commented that the alignment for Caltrain's downtown extension to a rebuilt Transbay Transit Center should be designed to include a new station at 7<sup>th</sup> Street, which would

allow a bi-directional loop on the light-rail line.

Jerry Cauthen commented that most of the streets in the area of the arena were already at or near capacity and that the Environmental Impact Report should have done more to document the full impact of the arena on traffic and parking.

**9. Preliminary Fiscal Year 2016/17 Annual Budget and Work Program – INFORMATION**

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

Chair Waddling asked CAC members to email staff with any questions about the item, since the meeting was running long.

During public comment Ed Mason asked if the Freeway Corridor Management (FCMS) project was the same as the Metropolitan Transportation Commission's (MTC's) Managed Lane Implementation Program (MLIP), and whether the Transportation Authority was following the MTC's regional express bus system study. Maria Lombardo, Chief Deputy Director, said staff would follow up separately given the hour, but she noted FCMS was a separate but related project to MLIP.

**10. Update on Plan Bay Area (PBA) 2040 – INFORMATION**

Michelle Beaulieu, Transportation Planner, presented the item.

John Larson asked how all San Francisco projects received a negative score for displacement. Maria Lombardo, Chief Deputy Director, reiterated how the target had been applied in the project target assessment, which didn't make sense in that context. She noted that the target's main purpose could be viewed as a policy statement meant to keep the issue of displacement front and center in the planning conversation.

During public comment, John Templeton said that too few of these projects were aimed at helping African Americans in San Francisco, who were dependent on public transit. He said the projects should be aimed at getting African Americans to work and their kids to school, and that he would like to see mitigation proposals for displacement for all of these projects, particularly in San Francisco which had some of the worst out-migration of African Americans in the country. He added that there should be better tracking of the impacts of transit projects on African Americans.

During public comment Edward Mason asked why vehicle miles traveled reduction per capita wasn't included in the guidelines. He also asked where Caltrain's downtown extension to the Transbay Transit Center was expected to fall in the project performance assessment. Ms. Beaulieu replied that it was expected to fall in the middle.

**11. Update on Transbay Transit Center Financing – INFORMATION**

Maria Lombardo, Chief Deputy Director, presented the item.

During public comment Jerry Cauthen emphasized that the bridge financing mechanism was a loan and that the City would be repaid. He pointed out that Prop K funds accounted for only 2% of the total cost of the Transbay Transit Center, so City contributions had not been excessive to date.

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

Myla Ablog said that she had encountered SFMTA staff taking surveys of where passengers were tracked getting on and off the bus using an electronic system, and asked if this technology would become more widely used.

Jacqueline Sachs said regarding the late night transit study, “The Other 9 to 5,” that before any further recommendations were finalized, the CAC should have a presentation and the opportunity to add input.

Santiago Lerma said that he would like to see something done to improve the efficiency of passing through the building security when visiting the Transportation Authority’s offices.

There was no public comment.

**13. Public Comment**

During public comment, Jerry Cauthen said that he had traveled to the meeting on Muni light-rail and that it worked great, but was crowded. He said that in the 1990s, four and five car trains were run, but since then capacity had been cut by running shorter trains. He said that the Transportation Authority needed to look at increasing Muni Metro’s capacity.

Edward Mason said that in Noe Valley, he still saw large commuter shuttles on streets restricted to three-ton weight limits, buses without license plates or commuter shuttle program decals, and buses with Florida license plates, all of which were in violation of the commuter shuttle program. He said that signatures had been gathered opposed to lifting weight restrictions on Dolores Street, and that he had observed 50 commuter shuttles per hour at the intersection of 24th and Valencia Streets between 7 and 8 a.m.

John Templeton said that Plan Bay Area 2040 targeted Bay View Hunters Point for substantial growth, but that the people who currently lived there have limited transportation options and that the equity of transportation investments being proposed should be further considered.

**14. Adjournment**

The meeting was adjourned at 8:20 p.m.





# Memorandum

**Date:** 05.19.16 **RE:** Citizens Advisory Committee  
May 25, 2016

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Revised Administrative Code, the Revised Rules of Order, and the Revised Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and Adoption of the Title VI Program

## Summary

While it is Transportation Authority direction to review the Investment Policy and Debt Policy on an annual basis, it is also important to review the administrative code and all policies periodically, to ensure compliance with current statutes and the Transportation Authority's objectives. Upon the advice of the Transportation Authority's financial advisors, bond counsel and legal counsel, we are recommending changes to the Administrative Code; Rules of Order; Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and adoption of the Title VI Program to conform to applicable law and consistent with state and local government codes.

## BACKGROUND

The Transportation Authority develops and implements policies and procedures to organize and formalize agency activities, and to ensure compliance with current statutes and Transportation Authority objectives.

It is Transportation Authority direction to review its Debt Policy annually, to maintain prudent debt management principles and to maximize the Transportation Authority's debt capacity, and its Investment Policy annually, to ensure policy language remains consistent with its governing code, while continuing to meet the primary investment objectives of safety of principal, liquidity, and a return on investment consistent with both the risk and cash flow characteristics of the Transportation Authority's portfolio. While the Transportation Authority is not required to annually review its Administrative Code, Rules of Order, Equal Benefits, Fiscal, Procurement, and Travel, Conference, Training and Business Expense Reimbursement Policies, it is good management practice to do so on a regular basis. In addition, the Transportation Authority is recommending the adoption of a new Title VI Program to comply with Federal funding requirements.

## DISCUSSION

The purpose of this memorandum is to present staff recommendations for updates to the Transportation Authority's policies. Attachment 1 provides a matrix of the proposed changes and explanations of the changes. The redline versions of these policies are posted on the meeting page on our website at [www.sfcta.org/meetings](http://www.sfcta.org/meetings). Below are brief descriptions of each policy and procedure.

**Administrative Code:** The Administrative Code prescribes the powers and duties of officers of the Transportation Authority, the method and appointment of employees of the Transportation Authority, and the policies and systems of Transportation Authority operation and management. At the Transportation Authority's request, Wendel, Rosen, Black & Dean LLP (Wendel Rosen), co-general counsel to the Transportation Authority, reviewed the Administrative Code adopted on January 27, 2015 through Ordinance 15-01. Based on that review, we are recommending changes as redlined in Attachment 1.

**Rules of Order:** The Rules of Order establishes procedures to ensure its Board and Committee meetings are conducted in a clear and efficient manner, while in compliance with current statutes and Transportation Authority objectives. Wendel Rosen reviewed the Rules of Order adopted on January 27, 2015 through Resolution 15-31, and based on that review, we are recommending changes as redlined in Attachment 1.

**Debt Policy:** The purpose of the Debt Policy is to organize and formalize debt issuance-related policies and procedures. At the Transportation Authority's request, the Transportation Authority's financial advisor, KNN Public Finance (KNN), and the Transportation Authority's bond counsel, Nixon Peabody LLP (Nixon Peabody), reviewed the Debt Policy adopted on January 27, 2015 through Resolution 15-31. Based on that review, we are recommending changes as redlined in Attachment 1.

**Equal Benefits Policy:** The purpose of the Equal Benefits Policy is to enforce nondiscrimination provisions in all Transportation Authority contracts and to prohibit the Transportation Authority from contracting with vendors that discriminate in the provisions of benefits between employees with domestic partners and employees with spouses, and/or between the domestic partners and spouses of such employees. Wendel Rosen reviewed the Equal Benefits Policy adopted on April 29, 1999 through Resolution 99-27, and based on that review, we are recommending a completely revised policy as shown in Attachment 2, which is modeled off of the City's Administrative Code Chapter 12B: Nondiscrimination in Contracts.

**Fiscal Policy:** The Fiscal Policy is designed to guide decisions pertaining to internal fiscal management, including day-to-day operations, annual budget development and sales tax revenue allocation requirements of the Transportation Authority. KNN and Nixon Peabody reviewed the Fiscal Policy adopted on January 27, 2015 through Resolution 15-31, and based on that review, we are recommending changes as redlined in Attachment 1.

**Investment Policy:** The purpose of the Investment Policy is to set out policies and procedures that enhance opportunities for a prudent and systematic investment policy and to organize and formalize investment-related activities. KNN and Nixon Peabody reviewed the Investment Policy adopted on January 27, 2015 through Resolution 15-31, and based on that review, we are recommending changes as redlined in Attachment 1.

**Travel, Conference, Training and Business Expense Reimbursement Policy:** This document establishes a set of policies relating to travel, conference, training and business expenses, and establishes procedures for reimbursement of commissioners and employees. These rules and guidelines are designed to safeguard public funds and to ensure the Transportation Authority and its personnel are using the most economical and well-documented procedures in a consistent manner. Based on the Transportation Authority's review of the Travel, Conference, Training and Business Expense Reimbursement Policy adopted on January 27, 2015 through Resolution 15-31, we are recommending changes as redlined in Attachment 1.

**Title VI Program:** Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient persons. In addition, Title VI and U.S. Department of Transportation regulations prohibit recipients from intentionally discriminating against people on the

basis of race, color, and national origin. As a recipient and subrecipient of Federal funds, the Transportation Authority is recommending the adoption of the Title VI Program, to ensure services are provided in a non-discriminatory manner. Wendel Rosen reviewed the Title VI Program, and based on that review, we are recommending a program as shown in Attachment 3.

### **ALTERNATIVES**

1. Adopt a Motion of Support for the Revised Administrative Code, the Revised Rules of Order, and the Revised Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and adoption of the Title VI Program, as requested.
2. Adopt a Motion of Support for the Revised Administrative Code, the Revised Rules of Order, and the Revised Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and adoption of the Title VI Program, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

There is no financial impact to the Transportation Authority's proposed FY 2016/17 budget from the requested action.

### **RECOMMENDATION**

Adopt a Motion of Support for the Revised Administrative Code, the Revised Rules of Order, and the Revised Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and adoption of the Title VI Program.

Attachments (3):

1. Policies Matrix
2. Draft Equal Benefits Policy
3. Draft Title VI Program

Attachment 1

San Francisco County Transportation Authority  
Policies Matrix

ADMINISTRATIVE CODE			
SECTION	REVISION	REASON	PAGE
2(f) [new §]	<del>(f) The Transportation Authority shall perform other related responsibilities, including but not limited to (i) serving as the county program manager for the Transportation Fund for Clean Air, (ii) serving as the county Congestion Management Agency, and (iii) administering Proposition AA projects.</del>	Clarification to include the other agency responsibilities mentioned in §5.2(a) as being within the Plans & Programs Committee's responsibilities.	1
4(a)(6)	To administer the personnel system of the Transportation Authority, including hiring, controlling, supervising, promoting, transferring, suspending with or without pay or discharging any employee. To this end, the Executive Director shall prepare and maintain a personnel manual, stating the rules of employment of the Transportation Authority, and methods of compensation established by the Transportation Authority ( <u>Personnel Manual</u> ); and	Minor clarification to define Personnel Manual as referenced later in the Administrative Code.	3
5.2(a)	<b>Plans and Programs Committee.</b> The Chairperson of the Transportation Authority shall appoint a Plans and Programs Committee which shall be composed of five Commissioners. Except as otherwise determined by the Chairperson of the Committee, regular meetings shall be held on the third Tuesday of each month <u>in the Committee Room of City Hall or other location as designated with proper notice by the Transportation Authority</u> , except when that day or any preceding Tuesday that month is a holiday, in which case the meeting shall be held on the following Tuesday. The responsibilities of this Committee shall include the following.	Minor clarification regarding meeting location.	4-5
5.2(b)	<b>Finance Committee.</b> The Chairperson of the Transportation Authority shall appoint a Finance Committee which shall be composed of five Commissioners. Except as otherwise determined by the Chairperson of the Committee, regular meetings shall be held on the second Tuesday of each month <u>in the Committee Room of City Hall or other location as designated with proper notice by the Transportation Authority</u> , except when that day is a holiday, in which case the meeting shall be held on the following Tuesday. The responsibilities of this Committee shall include the following:	Minor clarification regarding meeting location.	5
5.3(a)	<b>Citizens Advisory Committee.</b> The Transportation Authority shall appoint eleven members to a Citizens Advisory Committee. This Committee shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee members shall be residents of San Francisco and shall serve without compensation for a two-year period. <u>Any member who is absent for four of any twelve regularly</u>	Clarifications to correspond with CAC's By-Laws.	7

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ADMINISTRATIVE CODE		
SECTION	REVISION	REASON
	<p>scheduled consecutive meetings shall be automatically terminated. Any resulting vacancy shall be filled for a new two-year period. Any terminated member who wishes to be reappointed shall contact his or her district Supervisor and shall reappear before the Plans and Programs Committee to speak on his or her behalf. This Committee shall meet at least quarterly and all meetings shall be open to the public. <u>The regular meetings of the Committee shall be held on the fourth Wednesday of each month at 6:00 p.m. at the Transportation Authority's offices at 1455 Market Street, Floor 22, San Francisco, California.</u> The staff of the Transportation Authority will be available to assist the Committee.</p>	
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RULES OF ORDER			
SECTION	REVISION	REASON	PAGE
Rules 1.6, 1.9, 1.17 (first instance only), 2.5, 2.6 (first instance only), 2.9, 2.14 (first and third instances only), 3.1, 3.10 (last instance only), 4.3	Changing "Transportation Authority" to "Board" in each location.	Clarifications to ensure that the Rules of Order use the term "Board" when referring to the governing body, and "Transportation Authority" when referring to the entity.	Various
Rule 1.11	<b>Rule 1.11</b> "Measure" shall mean and include a proposal, in whatsoever form presented, fulfillment of the purpose of which requires action of the Transportation Authority by <del>Code</del> , amendment, ordinance, resolution or motion, other than a motion designed to accomplish an action strictly parliamentary in character.	Cleanup change.	1
Rule 5.2	<del><b>Rule 5.2</b> Smoking Prohibited. Smoking during Board or committee meetings is prohibited.</del>	Cleanup change, smoking already outlawed in public buildings per CA Government Code.	13

Attachment 1

TRAVEL, CONFERENCE, TRAINING AND EXPENSE REIMBURSEMENT POLICY		
SECTION	REVISION	PAGE
I.C.	<p><b>Limitations.</b> Travel and meeting expenditures shall not exceed the approved budget, <del>except with justification and documentation.</del> and shall be consistent with associated policies established by the Transportation Authority. Eligible Transportation Authority personnel are entitled to claim reimbursement for actual, reasonable and necessary expenses for eligible expenses incurred in the discharge of their official duties, subject to the limitations set forth herein.</p>	1
II.B.	<p><b>Eligible Travel Expenses.</b> The following expenses are eligible for reimbursement in connection with authorized Transportation Authority business, travel, conferences, meetings, and training, subject to the restrictions identified in this policy. <del>Travel expenses are subject to review by the Deputy Director for Finance and Administration and will only be approved if deemed reasonable and proper.</del> Reimbursements shall be for actual expenditures (receipts required for expenses greater than \$25) for amounts not to exceed the per diem rates and allowances established by the General Services Administration (GSA) and/or United States Department of Defense (USDOD) as appropriate.</p>	1
II.B.3.	<p>3. Transportation charges (including commercial carrier fares, rental car charges, private car mileage allowances, parking, bridge and road tolls, and necessary taxi, <del>transportation network company or public transit fares</del>); and</p>	2
II.B.4.c.	<p>c. Tips to porters, <del>baggage carriers, bellhops, hotel staff, and stewards or stewardesses not to exceed \$2-per-bag;</del></p>	2
II.C.2. [new §]	<p><del>2. Alcoholic beverages and entertainment expenses;</del></p>	2
II.C.4.	<p>4. Expenses which are excessive or unreasonable as determined by the <del>Deputy Director for Finance and Administration; Transportation Authority.</del></p>	2
IV.E.	<p><b>Receipts.</b> Receipts or proof of payment must be submitted with the claim to substantiate expenditures for public carrier fares, rental cars, lodging (indicating the single rate), meals, conference or seminar registration fees, and for any unusual items or items not specifically related to travel. Claims must be recorded and certified on an expense report. For any official business in-transit travel destination, Transportation Authority personnel must provide a receipt and narrative to substantiate claimed travel expenses for lodging and a receipt for any authorized expenses incurred costing over \$25. <del>Itemized receipts shall be obtained and submitted with the expense report.</del> If a receipt cannot be obtained or has been lost for expenses greater than \$25, a statement to that effect shall be made on the expense report and the reason given. In absence of a satisfactory explanation, the amount involved shall not be allowed.</p>	4
IV.G.	<p><b>Expenses Not Covered by Transportation Authority Policy.</b> In the event where an expense does not qualify for reimbursement under this policy, to be reimbursable,</p>	Text moved to Section VII. Lodging Expenses.

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TRAVEL, CONFERENCE, TRAINING AND EXPENSE REIMBURSEMENT POLICY		
SECTION	REVISION	REASON
	<p>the expense shall be approved by the Transportation Authority Board, in a public meeting before the expense is incurred, unless the expense is related to lodging in connection with a conference or organized educational activity conducted in compliance with California Government Code s. 54952.2(c), including but not limited to ethics training required by Article 2.4 (commencing with §. 53234) of the Government Code. <del>Lodging costs shall not exceed the maximum group rate published by the conference or activity sponsor, provided that the lodging at the group rate is available to the member of a legislative body at the time of booking. If the group rate is not available, the member of a legislative body shall use comparable lodging that is consistent with the requirements of this policy.</del></p>	
V.	<p>All requests for prepayment of conference/seminar/training will be submitted for approval a minimum of ten working days in advance of the conference/seminar/training. <del>unless reasonable justification is provided.</del> If the ten-day requirement cannot be met, Transportation Authority personnel may personally pay registration fees and other expenses at their own risk and seek reimbursement on the expense report.</p>	Minor clarification.
VI.A.	<p><b>General.</b> Transportation Authority personnel may incur expenses for the purchase of meals for persons not employed by the Transportation Authority, with whom the Transportation Authority is transacting business. The name and business affiliation of the person, as well as the purpose of the business meetings, must be included in the expense report. The maximum per-person expenditure shall not exceed a reasonable amount under the particular circumstances and shall not exceed the per diem amount established by the GSA or USDOD as appropriate. Actual costs shall include reasonable and customary gratuities, but not the cost of alcoholic beverages. All such expenditures for personnel must be approved in advance by the Executive Director.</p>	Minor clarification.
VI.D.	<p><b>Out-of-Area Meals.</b> Reimbursement for employee meals during periods of approved trips out-of-area must be approved on the travel authorization form. Reimbursement for out-of-area meals will be based on either actual costs, for which receipts must be provided for expenditures exceeding \$25, and in accordance with the per diem of the federal standard meal allowance, including single day and total trip meal rates, as established by the GSA or USDOD as appropriate. Unusual costs must be justified in writing.</p>	Minor clarification.
VII.	<p>Transportation Authority personnel will be expected to be prudent in the choice of lodging and will submit proper documentation to justify the expense. The Executive Director will approve the lodging as part of the approval of the travel request, and reserves the right to determine which lodging is prudent, based on economic, comfort, safety, and reasonability considerations. If lodging is required in connection with a conference or activity, <del>the lodging costs shall not exceed the maximum group rate published by the sponsor of the conference. Lodging shall be at the location where the</del></p>	Text moved from Section IV.G. Minor clarification regarding lodging rates.



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TRAVEL, CONFERENCE, TRAINING AND EXPENSE REIMBURSEMENT POLICY		
SECTION	REVISION	PAGE
	<p>conference or activity is being held. Lodging costs shall not exceed the maximum group rate published by the conference or activity sponsor, provided that the lodging at the group rate is available at the time of booking. If the group rate is not available and the hotel has no remaining vacancies, comparable lodging that is consistent with the requirements of this policy shall be used. No lodging shall be reimbursed on the final day of a conference or activity unless reasonable justification is provided or unless authorized by the Executive Director. <del>If no group rate is available at the time of booking, the Transportation Authority will reimburse its personnel for lodging up to the rates established by the GSA or USDOD as appropriate.</del></p> <p>3. taxi, cabs, or transportation network companies; and</p>	7
VIII.C.	<p><b>Air and Rail Travel.</b> Transportation Authority personnel shall use <del>air coach class (or similar reduced fare equivalent accommodations) shall be used for air and rail travel if it is available whenever possible.</del> Any additional fees for seat location upgrades, seat spacing upgrades, or preferential boarding will not be reimbursed unless documentation is provided that there were no other reasonable options available and unless authorized by the Executive Director for special circumstances (e.g. physical or medical conditions). <del>All reasonable fare reductions or reduced fare flights as appropriate shall be utilized.</del></p>	7
VIII.D(d)	<p>In order to be paid mileage for travel which originates other than at the normal work location, the mileage must be in excess of that normally driven from the traveler's residence to and from the normal work location. The requesting traveler will <u>include justification in attach an explanation to the expense report.</u> In the absence of a satisfactory <del>explanation justification</del>, the mileage expense shall not be allowed.</p>	7
VIII.E.	<p><b>Other Modes of Transportation.</b> Limousine, <del>and</del> taxi <u>and transportation network company</u> fares will be allowed for travel where public transportation is not practical or available. Examples may include, but are not limited to, travel between transportation terminal and hotel, between hotel and place of business, and between places of business.</p>	8
IX.	<p>Charges incurred for excess baggage will be reimbursed if justified as necessary for the purpose of the trip. An explanation of the circumstances and payment receipts must accompany the claim for reimbursement. Charges for checking and handling of baggage, including reasonable and customary gratuities <del>(\$2 per bag per package)</del> will be allowed.</p>	8

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San Francisco County Transportation Authority  
Policies Matrix

FISCAL POLICY			
SECTION	REVISION	REASON	PAGE
III.A.	The Executive Director is charged with responsibility for the preparation of a draft budget for each fiscal year. The draft budget will consist of line items for Revenues, including investment income, Administrative Operating Expenses, Debt Service Expenses as applicable, Program and Operating Reserve, and a single line item for each of the Transportation Authority's capital expenditure programming roles as Proposition K Sales Tax (Prop K) Administrator; San Francisco Congestion Management Agency (CMA); <del>and</del> San Francisco Program Manager for the Transportation Fund for Clear Air (TFCA); <u>and Proposition AA Vehicle Registration Fee (Prop AA) administrator</u> . Supplemental budget documentation shall provide a detailed listing of the capital programs and projects that support the Capital Expenditures line items. The draft budget may also include other functional categories as deemed appropriate.	Minor cleanup change.	1
III.B.	The draft budget shall be presented at a public hearing at a publicly noticed Transportation Authority meeting prior to being approved by the Board. Notice of the time and place of the public meeting shall be published pursuant to Sections <u>6060 and 6061</u> of the California Government Code no later than the 15th day prior to the day of the hearing, and the draft budget shall be available for public inspection at least 15 days prior to the hearing.	Minor clarification regarding how the notice is published.	2
III.D.	Except as otherwise provided in this section, the adopted final budget is not subject to further review or reopening after the Board resolution has passed. The adopted final budget may be amended during the fiscal year to reflect actual revenues and expenses incurred to the date of amendment during the fiscal year. <u>Amendments to the budget will be presented at a publicly noticed Transportation Authority meeting prior to being approved by the Board.</u> The Executive Director shall be responsible for proposing amendments to the adopted final budget; the Finance Committee shall be responsible for review of the proposed amended adopted final budget, and for making a recommendation regarding the amended final budget to the Board. The amended final budget shall be adopted by Board resolution.	Minor clarification consistent with adoption of the budget.	2

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FISCAL POLICY

SECTION	REVISION	REASON	PAGE
IV.A.3.	<p>A petty cash revolving account in the amount of one thousand dollars (\$1,000) may be established and maintained by the Executive Director for the purposes of paying miscellaneous expenses of the Transportation Authority. Individual expenditures may not exceed two hundred and fifty dollars (\$250). Such miscellaneous expenses include <del>but not be limited to</del>, outside photocopying expenses, office supplies, meeting and travel expenses, and other practical expenses as determined by the Executive Director to be necessary <del>and/or</del> convenient for proper administration. The Executive Director is authorized from time to time to seek reimbursement of this account to the maximum balance by allocation from the operating budget.</p>	<p>Cleanup change, as there is already a catch-all for anything necessary or convenient.</p>	3
IX.	<p>The selection of <u>providers of</u> professional services, such as legal, financial advisory, private architectural, landscape architectural, engineering, environmental, land surveying, or construction project management firms, shall be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required in accordance with the Transportation Authority's Procurement Policy.</p>	<p>Minor clarifying change.</p>	5

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DEBT POLICY			
SECTION	REVISION	REASON	PAGE
VI.A.	Credit quality is an important consideration and will be balanced with the Transportation Authority's objectives and the associated size, <u>structure</u> and frequency of issuances of debt. All Transportation Authority debt management activities for new debt issuances will be conducted in a manner conducive to receiving the highest credit ratings possible consistent with the Transportation Authority's debt management objectives, and to maintaining or improving the current credit ratings assigned to the Transportation Authority's outstanding debt by the major credit rating agencies.	Minor clarification that structure of Transaction will also be affected by Transportation Authority's objectives.	2
VI.B.	The Transportation Authority will issue long-term debt only to finance and refinance long-term capital projects. When the Transportation Authority finances capital projects by issuing bonds, the <u>average principal amortization should not exceed 120% of the weighted average useful life of the project being financed if the bonds are intended to be federally tax-exempt and the debt repayment period should not exceed the earliest of the following: (1) 420% of the useful life of the project being financed, (2) the end of the term sunset date of the current sales tax Expenditure Plan or (3) forty (40) years from the date of issuance. Inherent in its long-term debt policies, the Transportation Authority recognizes that future taxpayers will benefit from the capital investment and that it is appropriate that they pay a share of the asset cost. Long-term debt financing shall not be used to fund operating costs unless such costs qualify as capital expenditures under federal tax principles.</u>	Clarification that the 120% test only applies for tax-exempt debt and is applied by comparing the average amortization of debt to the weighted average life of the financed assets.	2
VI.C.	The Transportation Authority will evaluate the use of available financial alternatives including, but not limited to, tax-exempt and taxable debt, long-term debt (both fixed and variable), short-term debt, commercial paper, <u>lines of credit</u> , sales tax revenue and grant anticipation notes, private placement and inter-fund borrowing. The Transportation Authority will utilize the most advantageous financing alternative that effectively balances the cost of the financing with the risk of the financing structure to the Transportation Authority.	Specifically reference lines of credit, particularly given that the Transportation Authority now has a revolving credit facility.	2
VI.D.	The Transportation Authority shall maintain all debt-related records for a period for no less than the term of the debt <u>plus three years</u> . At a minimum, this repository will include all official statements, bid documents, ordinances, indentures, trustee reports, continuing disclosure reports, material events notices, tax certificates, information regarding the investment of and project costs paid with bond proceeds, underwriter and	Minor clarification to make consistent with IRS requirements.	2

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DEBT POLICY			
SECTION	REVISION	REASON	PAGE
VI.E.	<p>other agreements, etc. for all Transportation Authority debt. To the extent that official transcripts incorporate these documents, possession of a transcript will suffice (transcripts may be hard copy or stored on CD-ROM). The Transportation Authority will develop a standard procedure for archiving transcripts for any new debt. The Transportation Authority will establish internal controls to ensure compliance with the Debt Policy, all debt covenants and any applicable requirements of applicable law.</p> <p><b><u>Tax Law Compliance, Rebate Policy and System.</u></b>  <u>Debt issued by the Transportation Authority, the interest on which is intended to be federally tax-exempt, is subject to requirements and limitations in order that such debt initially qualify for tax-exemption and on an ongoing basis until such debt is fully repaid in order that such debt remain tax-exempt. Failure to comply with such requirements and limitations could cause an issue of the Transportation Authority's debt to be determined to fail to qualify for tax-exemption, retroactive to the date of issuance. The Transportation Authority designates the Executive Director with designee to periodically undertake procedures to confirm compliance with such requirements and limitations. In furtherance thereof, the Executive Director with designee will consult with the Transportation Authority's bond counsel or others as deemed necessary regarding such periodic procedures or in the event that it is discovered that noncompliance has or may have occurred.</u></p> <p><del>The</del>In addition, in furtherance of the above, the Transportation Authority will accurately account for all interest earnings in debt-related funds. These records will be designed to ensure that the Transportation Authority is in compliance with all debt covenants, and with applicable laws. The Transportation Authority will maximize the interest earnings on all funds within the investment parameters set forth in each respective indenture, consistent with consideration of applicable yield limits and arbitrage requirements and as permitted by the Investment Policy. The Transportation Authority will develop a system of reporting interest earnings that relates to and complies with any tax certificates relating to its outstanding debt and Internal Revenue Code rebate, yield limits and arbitrage, and making any required filings with State and Federal agencies. The Transportation Authority will retain records as required by its tax certificates. The Transportation Authority shall have the authority to retain the services of an Arbitrage Rebate Consultant.</p>	<p>Clarifying coverage to address tax law compliance more broadly and designating an individual to undertake procedures for compliance.</p>	3

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DEBT POLICY			
SECTION	REVISION	REASON	PAGE
VII.A.2.	Refunding <del>debt is bonds are</del> issued to retire all or a portion of an outstanding bond issue or other debt. Refunding issuances can be used to achieve present-value savings on debt service, to modify interest rate risk, or to restructure the payment schedule, type of debt instrument used, or covenants of existing debt. The Transportation Authority must analyze each refunding issue on a present-value basis to identify economic effects before approval. Policies on the administration of refunding financings are detailed further in Section X: Refinancing Outstanding Debt.	Clarifying that refunding could be with debt other than bonds.	4
VII.B.1.	The Transportation Authority may issue long-term debt (e.g. fixed or variable rate revenue bonds) when funding allocations cannot be financed from current revenues. The proceeds derived from long-term borrowing will not be used to finance current operations or normal maintenance. Long-term debt will be structured such that <del>the obligations average principal amortization</del> do not exceed <del>the earliest of the following: (a) 120% of the expected weighted average useful life of the project (b) being financed, (c) if the bonds are intended to be federally tax-exempt and the debt repayment period does not exceed the earliest of the following: (a) the sunset date of the current sales tax-Expenditure Plan or (eb) forty (40) years from the date of issuance.</del>	Clarifying that the 120% test only applies to tax-exempt debt and is applied by comparing the average amortization of debt to the weighted average life of the financed assets.	4
VII.B.2.	Short-term borrowing may be utilized for the temporary funding of operational cash flow deficits or anticipated revenues, where anticipated revenues are defined as an assured revenue source with the anticipated amount based on conservative estimates. In the case of the Transportation Authority's <u>revolving credit facility or any future commercial paper program</u> , short-term borrowings may also be utilized for funding of the Transportation Authority's capital projects. The Transportation Authority will determine and utilize the least costly method for short-term borrowing. The Transportation Authority may issue short-term debt when there is a defined repayment source or amortization of principal, subject to the following policies: a) <i>Commercial Paper Notes</i> may be issued as an alternative to fixed rate debt, particularly when the timing of funding requirements is uncertain. The Transportation Authority may maintain an ongoing commercial paper program to ensure flexibility and immediate access to capital funding when needed. <del>In March 2004, the Board approved a \$200 million tax-exempt commercial paper program. Periodic issuances of a retirement of commercial paper notes within the \$200 million Board approved</del>	Reflecting termination of commercial paper program and entry into revolving credit facility, and clarifying limits on term for draws on revolving facility and refinancings thereof.	5-6



Attachment 1

DEBT POLICY

SECTION	REVISION	REASON	PAGE
	<p><del>program do not require further Board action. The retirement of commercial paper is most commonly a result of the issuance of long-term bonds or the repaying of principal from cash on hand.</del></p> <p>d) <u>Letters or Lines of Credit</u> shall be considered as an alternative to or credit support for other short-term borrowing options. In 2015, the Transportation Authority replaced its prior commercial paper program with a \$140 million revolving credit facility. Amounts can be repaid and reborrowed without further Board action. The average amortization of amounts drawn under the revolving credit facility may not exceed 120% of the weighted average useful life of the project being financed if the borrowing is intended to be federally tax-exempt and the borrowing must be full repaid by the earliest of the following: (a) the sunset date of the current Expenditure Plan or (b) forty (40) years from the date of issuance. The repayment of loans under a revolving credit facility is often facilitated by the issuance of long-term bonds or the repaying of principal from cash on hand. If proceeds of long-term bonds are used to repay loans under the revolving credit facility, the amortization and the repayment of the long-term bonds must satisfy the limits set forth above.</p>		
VII.B.3.	<p>a) <u>Variable Rate Debt Capacity.</u> Except for the existing \$140 million <del>commercial paper program (which is not covered by revolving credit facility (to which the following requirements of variable rate debt do not apply),</del> the Transportation Authority will maintain a conservative level of outstanding variable rate debt in consideration of general rating agency guidelines recommending a maximum of a 20-30% variable rate exposure, in addition to maintaining adequate safeguards against risk and managing the variable revenue stream both as described below:</p>	<p>Reflecting termination of commercial paper program and entry into revolving credit facility.</p>	6
VIII.A.	<p>All capital improvements financed through the issuance of debt will be financed for a period <u>such that average principal amortization of the debt does not exceed 120% of the expected weighted average useful life of the assets project being financed, and in no event should if the bonds are intended to be federally tax-exempt and the debt repayment period does not exceed the lesser of forty (40) years or the period earliest of the</u> <del>the</del> following: (a) the sunset date of the current <del>sales tax</del> Expenditure Plan or (b) forty (40) years from the date of issuance.</p>	<p>Clarify that the 120% test only applies to tax-exempt debt and is amortization of debt to the weighted average life of the financed assets.</p>	7

Attachment 1

DEBT POLICY			
SECTION	REVISION	REASON	PAGE
VIII.B.	The nature of the Transportation Authority's revenue stream is such that funds are generally continuously available and the use of capitalized interest should not normally be necessary. However, certain types of financings may require the use of capitalized interest from the issuance date until the project sponsor has constructive use of the financed project. Unless otherwise required, the Transportation Authority will avoid the use of capitalized interest to obviate unnecessarily increasing the bond issuance size. Interest shall not be funded (capitalized) beyond three (3) years or a shorter period if further restricted by statute. The Transportation Authority may require that capitalized interest on the initial series of bonds be funded from the proceeds of the bonds. Interest earnings may, at the Transportation Authority's discretion <u>and, if permitted under applicable federal tax law</u> , be applied to extend the term of capitalized interest but in no event beyond the authorized term.	Clarify intention to comply with federal tax law.	7
X.C.	<del>The</del> <u>Except for commercial paper and loans under a line of credit (including the current revolving credit facility), the</u> Transportation Authority will refund bonds within the term of the originally issued debt. However, the Transportation Authority may consider maturity extension, when necessary to achieve a desired outcome, provided that such extension is legally permissible. The Transportation Authority may also consider shortening the term of the originally issued debt to realize greater savings. The remaining useful life of the financed facility and the concept of inter-generational equity should guide this decision.	Specifically state that refinancing of loans under revolver do not have to meet the requirements of this section.	10
X.E.	The Transportation Authority shall take all necessary steps <u>(permitted under federal tax law when tax-exempt debt is involved)</u> to optimize escrows and to avoid negative arbitrage in its refundings. Any resulting positive arbitrage will be rebated as necessary according to Federal guidelines.	Clarifying intention to comply with federal tax law.	10
X.F.	<b>Commercial Paper Program, Revolving Credit Facility.</b> The requirements of this Section X shall not apply to or restrict the issuance of commercial paper notes for the purpose of refunding maturing commercial paper notes <u>or of borrowing under a revolving credit facility for the purpose of repaying prior loans under the facility, nor shall this Section X apply to long term take out of commercial paper or of loans under a revolving credit facility, subject to limitations otherwise contained in this policy.</u>	Reflecting termination of commercial paper program and entry into revolving credit facility.	10



Attachment 1

DEBT POLICY			
SECTION	REVISION	REASON	PAGE
XI.A.	Participation from <del>Disadvantaged Business Enterprise (DBE)</del> firms is best effort and not required for winning bid.	Minor change since DBE is already defined in glossary.	11
XI.C.	From time to time the Transportation Authority may elect to privately place its debt <u>or borrow directly from a bank or other financial institution</u> . Such placement <u>or borrowing</u> shall only be considered if this method is likely to result in a cost savings to the Transportation Authority relative to other methods of debt issuance on a net present value basis, using the Transportation Authority's investment rate as the appropriate measure of the discount rate.	Updating reference to direct borrowing since the Transportation Authority is party to a revolving credit facility.	12
GLOSSARY	<i>Capitalized Interest.</i> A portion of the proceeds of an issue that is set aside to pay interest on the securities for a specific period of time. Interest is <del>commonly</del> <u>sometimes</u> capitalized for the construction period of the project. <i>Commercial Paper.</i> Very short-term, unsecured promissory notes issued in either registered or bearer form, and usually backed by a line of credit with a bank <u>that, upon the maturity thereof, successively rolls into other short term promissory notes until the principal thereof is paid by the Transportation Authority.</u>	Reflecting that capitalized interest is not used as frequently as "commonly" might suggest. Clarifying that commercial paper typically continues to roll until refinanced with long term bonds or otherwise paid.	17

Attachment 1

INVESTMENT POLICY			
SECTION	REVISION	REASON	PAGE
II.	Bond proceeds shall be invested in the securities permitted pursuant to <del>bond documents approved by the Transportation Authority Board</del> <del>approved of Commissioners (Board bond documents)</del> . If the bond documents are silent as to the permitted investments, bond proceeds will be invested in the securities permitted by this policy. In addition to the securities listed in Section IX below, bond proceeds may also be invested in investments and forward delivery agreements. Notwithstanding the other provisions of this Investment Policy, the percentage or dollar portfolio limitations listed elsewhere in this Investment Policy do not apply to bond proceeds.	Cleanup change to include complete name of Board.	1
IX.12.	The California Asset Management Program, as authorized by Section 53601 (p) of the California Government Code. The Program constitutes shares in a California common law trust established pursuant to Section 6509.7 of Title 1, Division 7, Chapter 5 of the Government Code of the State of California which invests exclusively in investments permitted by subdivisions (a) to (o) <del>and (q)</del> of Section 53601 of the Government Code of California, as it may be amended.	Cleanup change to reflect amendments to CA Government Code 53601 that added a new section q which took effect in 2015.	4



## EQUAL BENEFITS POLICY

### SECTION 1. ALL CONTRACTS TO INCLUDE NONDISCRIMINATION PROVISIONS; DEFINITIONS.

(a) The San Francisco County Transportation Authority (Transportation Authority) shall include in all contracts hereinafter executed or amended in any manner or as to any portion thereof, a provision obligating the contractor not to discriminate on the basis of the fact or perception of a person's race, color, creed, religion, national origin, ancestry, age, sex, sexual orientation, gender identity, domestic partner status, marital status, disability or Acquired Immune Deficiency Syndrome, HIV status (AIDS/HIV status), weight, height, association with members of classes protected under this policy or in retaliation for opposition to any practices forbidden under this policy against any employee of, any Transportation Authority employee working with, or applicant for employment with such contractor and shall require such contractor to include a similar provision in all subcontracts executed or amended thereunder.

(b) The Transportation Authority shall not execute or amend any contract with any contractor that discriminates in the provision of bereavement leave, family medical leave, health benefits, membership or membership discounts, moving expenses, pension and retirement benefits or travel benefits as well as any benefits other than bereavement leave, family medical leave, health benefits, membership or membership discounts, moving expenses, pension and retirement benefits or travel benefits between employees with domestic partners and employees with spouses, and/or between the domestic partners and spouses of such employees, where the domestic partnership has been registered with a governmental entity pursuant to State or local law authorizing such registration, subject to the following conditions. In the event that the contractor's actual cost of providing a certain benefit for the domestic partner of an employee exceeds that of providing it for the spouse of an employee, or the contractor's actual cost of providing a certain benefit for the spouse of an employee exceeds that of providing it for the domestic partner of an employee, the contractor shall not be deemed to discriminate in the provision of benefits if the contractor conditions providing such benefit upon the employee agreeing to pay the excess costs. In addition, in the event a contractor is unable to provide a certain benefit, despite taking reasonable measures to do so, the contractor shall not be deemed to discriminate in the provision of benefits if the contractor proves the employee with a cash equivalent.

(c) Definitions. As used in this policy the following words and phrases shall have the meanings indicated herein:

“Age” shall mean the age of any employee or applicant for employment who has attained the age of 40 years and has not attained the age of 65 years. For the purposes of this policy, discrimination because of age shall mean dismissal from employment of, or refusal to employ or rehire any person because of his or her age, if such person has attained the age of 40 years and has not attained the age of 65 years, if the person is physically able and mentally competent to perform the services required. Age limitations of apprenticeship programs in which the State or its political subdivisions participate shall not be considered discriminatory within the meaning of this policy.

“Amend” shall mean to substantively change the terms of a pre-existing contract, and shall not include amendments to decrease the scope of work or the amount to be paid under a contract. Construction change orders shall not be construed as contract amendments for the purposes of this policy.

“Board” shall mean the Board of Commissioners of the San Francisco County Transportation Authority.



“Contract” shall mean an agreement for public works or improvements to be performed, or for goods or services to be purchased or grants to be provided, at the expense of the Transportation Authority or to be paid out of moneys deposited in the treasury or out of trust moneys under the control or collected by the Transportation Authority, and does not include agreements entered into after June 28, 2016 pursuant to settlement of legal proceedings, contracts for urgent litigation expenses, or contracts for a cumulative amount of \$5,000 or less per vendor in each fiscal year.

“Contractor” means any person or persons, firm, partnership, corporation, or combination thereof, who enters into a contract with the Executive Director or designee empowered by law to enter into contracts on the part of the Transportation Authority.

“Executive Director” shall mean the Executive Director of the Transportation Authority.

“Disability” shall mean a physical or mental impairment which substantially limits one or more major life activities, or a record of such an impairment.

“Domestic partner” shall mean any person who has a currently registered domestic partnership with a governmental body pursuant to State or local law authorizing such registration.

“Gender identity” shall mean a person’s various individual attributes as they are understood to be masculine and/or feminine.

“Qualified disabled employee” shall mean a person able to perform the essential functions of a job with reasonable accommodation.

“Sex” shall mean the character of being male or female.

“Sexual orientation” shall mean the status of being lesbian, gay, bisexual or heterosexual.

“Subcontract” shall mean an agreement to provide goods and/or services, including construction labor, materials or equipment, to a contractor, if such goods or services are procured or used in the fulfillment of the contractor’s obligations arising from a contract with the Transportation Authority.

“Subcontractor” means any person or persons, firm, partnership, corporation or any combination thereof, who enters into a subcontract with a contractor. Such term shall include any person or entity who enters into an agreement with any subcontractor for the performance of 10 percent or more of any subcontract.

“Transportation Authority” shall mean the San Francisco County Transportation Authority.

(d) The requirements of this policy shall apply to any of a contractor’s operations within San Francisco.

## **SECTION 2. NONDISCRIMINATION PROVISIONS.**

Every contract for or on behalf of the Transportation Authority shall incorporate by reference and require the contractor to comply with the provisions of Section 2. In addition, all contractors must incorporate by reference in all subcontracts and require subcontractors to comply with the requirements set forth in Sections 2(a) and 2(c) through 2(h), and failure to do so shall constitute a material breach of contract.

In the performance of a contract the contractor agrees as follows:

(a) The contractor or subcontractor will not discriminate against any employee, Transportation Authority employee working with such contractor or subcontractor, or applicant for employment with



such contractor or subcontractor on the basis of the fact or perception of that person's race, color, religion, ancestry, national origin, age, sex, sexual orientation, gender identity, domestic partner status, marital status, disability, weight, height, AIDS/HIV status, or association with members of classes protected under this policy or in retaliation for opposition to any practices forbidden under this policy. Discrimination on the basis of sex includes sexual harassment as defined in Section 16.9-25(b) of the San Francisco Administrative Code. The contractor or subcontractor will take action to ensure that applicants are employed, and that employees are treated equally during employment, without regard to the fact or perception of their race, color, creed, religion, ancestry, national origin, age, sex, sexual orientation, gender identity, domestic partner status, marital status, disability or AIDS/HIV status. Such action shall include, but not be limited to, the following: Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rate of pay or other forms of compensation; and selection for training, including apprenticeship. Nothing in this policy shall require or prohibit the establishment of new classifications of employees in any given craft. The provisions of this Section with respect to age shall not apply to (1) termination of employment because of the terms or conditions of any bona fide retirement or pension plan, (2) operation of the terms or conditions of any bona fide retirement or pension plan which has the effect of a minimum service requirement, and (3) operation of the terms or conditions of any bona fide group or insurance plan.

(b) The prime contractor shall state that the prime contractor does not, and will not during the term of the contract discriminate in the provision of bereavement leave, family medical leave, health benefits, membership or membership discounts, moving expenses, pension and retirement benefits or travel benefits as well as any benefits other than bereavement leave, family medical leave, health benefits, membership or membership discounts, moving expenses, pension and retirement benefits or travel benefits between employees with domestic partners and employees with spouses, and/or between the domestic partners and spouses of such employees, where the domestic partnership has been registered with a governmental entity pursuant to State or local law authorizing such registration, subject to the following conditions. In the event that the contractor's actual cost of providing a certain benefit for the domestic partner of an employee exceeds that of providing it for the spouse of an employee, or the contractor's actual cost of providing a certain benefit for the spouse of an employee exceeds that of providing it for the domestic partner of an employee, the contractor shall not be deemed to discriminate in the provision of benefits if the contractor conditions providing such benefit upon the employee agreeing to pay the excess costs. In addition, in the event a contractor is unable to provide a certain benefit, despite taking reasonable measures to do so, the contractor shall not be deemed to discriminate in the provision of benefits if the contractor provides the employee with a cash equivalent. The Executive Director shall be the final arbiter of a contractor's compliance or substantial compliance with this policy and the Executive Director's determination shall not be appealable to the Board. Contractors shall treat as confidential to the maximum extent allowed by law or the requirements of contractor's insurance provider any request by an employee or applicant for employment for domestic partner or spousal benefits or any documentation of eligibility for domestic partner or spousal benefits submitted by an employee or applicant for employment.

In adopting this Section 2(b), the intent of the Board is to equalize to the maximum extent legally permitted the total compensation between similarly situated employees with spouses and employees with domestic partners.

In particular, consistent with the severability clause set forth in Section 5 below, the Board intends that if a court or agency of competent jurisdiction finds that a State or federal law, rule or regulation invalidates (1) the application of this Section to any business, person, type of compensation or benefit, or location;



or (2) any other requirement of this Section, then the court or agency should sever the invalid clause and leave in effect the remainder of this Section.

(c) The contractor or subcontractor shall provide reasonable accommodation for qualified disabled applicants for employment and for qualified disabled employees. Said contractor or subcontractor need not provide reasonable accommodation if such would present an undue hardship. An undue hardship may include but not be limited to more than a de minimis cost, violation of the seniority rights of other co-workers as established by a bona fide seniority system, or a health or safety risk to the employee or co-employees. The burden of establishing an undue hardship rests on the employer.

(d) The contractor or subcontractor will in all solicitations or advertisements for employees placed by or on his or her behalf, state that qualified applicants will receive consideration for employment without regard to the fact or perception of their race, creed, religion, color, ancestry, national origin, age, sex, sexual orientation, gender identity, domestic partner status, marital status, disability, weight, height or AIDS/HIV status.

(e) The contractor or subcontractor will send to each labor union or representative of workers with which he or she has a collective bargaining agreement or other agreement or understanding, a notice advising the said labor union or workers' representative of the contractor's or subcontractor's commitments under this Section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(f) The contractor or subcontractor shall permit access to its records of employment, employment advertisements, application forms, and other pertinent data and records by the Transportation Authority, for the purposes of investigation to ascertain compliance with the nondiscrimination provisions of this policy, and upon request shall provide evidence that the contractor has complied or will comply with the nondiscrimination provisions of this policy.

(g) A breach of the nondiscrimination provisions in the performance of a contract or subcontract shall be deemed by the Transportation Authority to be material breach of contract and the basis for determination by the Transportation Authority that the contractor or subcontractor is an irresponsible bidder as to all future contracts for which such contractor or subcontractor may submit bids. Such contractor or subcontractor shall not for a period of up to two years thereafter, or until it shall establish and carry out a program in conformity with the nondiscrimination provisions of this policy, be allowed to act as a contractor or subcontractor under any contract.

(h) If a finding of discrimination is made by the Executive Director, the Transportation Authority shall submit a report to the Board that provides details of what actions, if any, the Transportation Authority undertook under this policy.

(i) Nothing contained in this policy shall be construed in any manner so as to prevent the Transportation Authority from pursuing any other remedies that may be available at law, equity or under any contract.

(j) The contractor or subcontractor will meet the following standards for compliance:

(1) If the contractor or subcontractor has been held to be an irresponsible bidder under Section 2(g) hereof, the contractor or subcontractor shall furnish evidence that it has established and is carrying out a program in conformity with the nondiscrimination provisions of this policy.

(2) The contractor or subcontractor may be required to file with the Transportation Authority a



basic compliance report, which may be a copy of the federal EEO-1, or a more detailed report as determined by the Transportation Authority. Willful false statements made in such reports shall be punishable as provided by law. No contractor or subcontractor shall be held in noncompliance for not filing such a report with the Transportation Authority unless it has been specifically required to do so in writing by the Transportation Authority.

(3) Personally, or through its representatives, the contractor or subcontractor shall, through negotiations with the unions with whom it has collective bargaining or other agreements requiring the contractor or subcontractor to obtain or clear its employees through the union, or when the contractor or subcontractor otherwise uses a union as an employment resource, attempt to develop an agreement which will:

- (A) Define and outline responsibilities for nondiscrimination in hiring, referral, upgrading and training;
- (B) Otherwise implement a nondiscrimination program in terms of the unions' specific areas of skill and geography, such as an apprenticeship program, to the end that minority workers will be available and given an equal opportunity for employment.

(4) The contractor or subcontractor shall notify the awarding authority of opposition to the nondiscrimination provisions of a contract by individuals, firms or organizations during the term of the contract.

### **SECTION 3. POLICY APPLIES ONLY TO DISCRIMINATORY EMPLOYMENT PRACTICES.**

(a) This policy shall not confer upon the Transportation Authority or Board thereof any power not otherwise provided by law to determine the legality of any existing collective bargaining agreement and shall have application only to discriminatory employment practices by contractors or subcontractors engaged in the performance of Transportation Authority contracts.

### **SECTION 4. NONAPPLICABILITY, EXCEPTIONS AND WAIVERS.**

(a) The Executive Director shall waive the requirements of this policy under the following circumstances:

(1) That there is only one prospective contractor willing to enter into a contract with the Transportation Authority, or that the needed goods, services, construction services for a public work or improvement, or interest in or right to use real property are available only from a sole source and the prospective contractor is not currently disqualified from doing business with the Transportation Authority, or from doing business with any governmental agency based on any contract compliance requirements;

(2) The contract is necessary to respond to an emergency which endangers the public health or safety and no entity which complies with the requirements of this policy capable of responding to the emergency is immediately available;

(3) Where the Transportation Authority's legal counsel certifies in writing to the Transportation Authority that the contract involves specialized litigation requirements such that it would be in the best interests of the Transportation Authority to waive the requirements of this policy.

(b) This policy shall not apply where the prospective contractor is a public entity and the Transportation Authority finds that goods, services, construction services for a public work or



improvement or interest in or right to use real property of comparable quality or accessibility as are available under the proposed contract are not available from another source, or that the proposed contract is necessary to serve a substantial public interest.

(c) This policy shall not apply where the Transportation Authority finds that the requirements of this policy will violate or are inconsistent with the terms or conditions of a grant, subvention or agreement with a public agency or the instructions of an authorized representative of any such agency with respect to any such grant, subvention or agreement, provided that the contracting officer has made a good faith attempt to change the terms or conditions of any such grant, subvention or agreement to authorize application of this policy.

(d) Upon the request of a potential contractor or upon the Transportation Authority own initiative, after taking all reasonable measures to find an entity that complies with the law, the Transportation Authority may waive any or all of the requirements of this policy for any contract, property contract or bid package advertised and made available to the public, or any competitive or sealed bids received by the Transportation Authority as of the date of the enactment of this ordinance under the following circumstances:

(1) Where the Transportation Authority determines that there are no qualified responsive bidders or prospective contractors who could be certified by the Transportation Authority as being in compliance with the requirements of this policy and that the contract is for goods, a service or a project that is essential to the Transportation Authority; or

(2) Where the Transportation Authority determines that transactions entered into pursuant to bulk purchasing arrangements through federal, State or regional entities which actually reduce the Transportation Authority's purchasing costs would be in the best interests of the Transportation Authority; or

(3) Where the Transportation Authority determines that the requirements of this policy would result in the Transportation Authority's entering into a contract with an entity that was set up, or is being used, for the purpose of evading the intent of this policy, which is to prohibit the Transportation Authority from entering into contracts with entities that discriminate based on the criteria set forth in this policy;

(4) Nothing in this Section 4(d) shall limit the right of the Board to waive the provisions of this policy.

(e) This policy shall not apply to (i) the investment of trust moneys or agreements relating to the management of trust assets, (ii) Transportation Authority moneys invested in U.S. government securities or under pre-existing investment agreements, or (iii) the investment of Transportation Authority moneys where the Executive Director finds that:

(1) No person, entity or financial institution doing business in the City and County of San Francisco which is in compliance with this policy is capable of performing the desired transactions(s); or

(2) The Transportation Authority will incur a financial loss which in the opinion of the Executive Director would violate his or her fiduciary duties.





This subparagraph (e) shall be subject to the requirement that Transportation Authority moneys shall be withdrawn or divested at the earliest possible maturity date if deposited or invested with a person, entity or financial institution other than the U.S. government which does not comply with this policy.

(f) Sections 1(b) and 2(b) shall not apply to any contracts executed or amended prior to June 28, 2016, or to bid packages advertised and made available to the public, or any competitive or sealed bids received by the Transportation Authority, prior to June 28, 2016, unless and until such contracts or property contracts are amended after Transportation Authority, and would otherwise be subject to this policy.

#### **SECTION 5. SEVERABILITY.**

This policy shall be construed so as not to conflict with applicable federal or State laws, rules or regulations. Nothing in this policy shall authorize the Transportation Authority to impose any duties or obligations in conflict with limitations on municipal authority established by federal law at the time such agency action is taken.

In the event that a court or agency of competent jurisdiction holds that the State or federal law, rule or regulation invalidates any clause, sentence, paragraph or section of this policy or the application thereof to any person or circumstances, it is the intent of the Board that the court or agency sever such clause, sentence, paragraph or section so that the remainder of this policy shall remain in effect.



## TITLE VI PROGRAM

### I. INTRODUCTION

Created in 1989, the San Francisco County Transportation Authority (Transportation Authority) is responsible for long-range transportation planning for the City, and it analyzes, designs and funds improvements for San Francisco's roadway and public transportation networks. The Transportation Authority administers and oversees the delivery of the Prop K half-cent local transportation sales tax program. It also serves as the designated Congestion Management Agency for San Francisco under state law, and acts as the San Francisco Program Manager for grants from the Transportation Fund for Clean Air. In 2010, the Transportation Authority began serving as the administrator of Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in San Francisco, and allocates funds to street repair and reconstruction, pedestrian safety, and transit reliability and mobility improvement projects. The Transportation Authority was designated as the Treasure Island Mobility Management Agency in 2014, and thereby charged with planning for sustainable mobility on Treasure Island, including coordinating new ferry and regional bus service, on-island shuttles, and bike share and car share opportunities, projected to begin in 2019.

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient (LEP) persons. In addition, Title VI and U.S. Department of Transportation (DOT) regulations prohibit recipients from intentionally discriminating against people on the basis of race, color, and national origin.

It is the policy of the Transportation Authority that the Transportation Authority shall not execute or amend any contract with any contractor that discriminates on the basis of race, color, or national origin. The Transportation Authority has several measures in place to ensure language accessibility to its programs and services for its limited-English proficient customers.

The Transportation Authority's Title VI Program (Program) describes general requirements that must be fulfilled under the Federal Title VI program as a subrecipient to the San Francisco Municipal Transportation Agency (SFMTA), who is a direct recipient of Federal Transit Administration (FTA) funds. Responsibility for implementation of the Title VI Program, and day-to-day responsibility and authority for structuring, implementing, and managing the Transportation Authority's policies, goals, and objectives, shall lie with the Executive Director. This Program will be reviewed and updated as required or deemed advisable at least once every three years.

### II. TITLE VI NOTICE TO THE PUBLIC

As required, the Transportation Authority shall post multilingual Title VI notices informing the public of the Transportation Authority's compliance with Title VI, where to find further information and how to file a Title VI complaint form.

### III. TITLE VI COMPLAINT PROCEDURES AND COMPLAINT FORM

As a recipient of federal dollars, the Transportation Authority is required to comply with Title IV and ensure that services are provided in a non-discriminatory manner. As part of this requirement,



the Transportation Authority is required to develop and post a Title VI complaint form and complaint procedures that instruct the public on how to file a Title VI discrimination complaint. Any person who believes that he or she has been discriminated against on the basis of race, color, or national origin by the Transportation Authority may file a Title VI complaint by completing and submitting the Transportation Authority Title VI Complaint form.

The Transportation Authority has the following Title VI Complaint Procedure in place, which outlines a process for local disposition of Title VI complaints.

The complaint procedures are outlined below:

1. **Submission of Complaint:** Any person (Complainant) who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color or national origin status has been excluded from or denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance through the Transportation Authority may file a written complaint with the Deputy Director of Finance and Administration. Such Complaint must be filed within 180 calendar days after the date the person believes the discrimination occurred. The Transportation Authority's Title VI Complaint Form is provided in Appendix A, and is also available at the link below.
  - o [Transportation Authority's Title VI Complaint Form](#) (PDF)
2. **Referral to Review Officer:** Upon receipt of a Complaint, the Transportation Authority's Executive Director, shall appoint one or more staff review officers, as appropriate, to evaluate and investigate the Complaint, in consultation with the Transportation Authority's General Counsel. The staff review officer(s) shall complete the review and issue a written response to the Complainant no later than 60 calendar days after the date the Transportation Authority received the Complaint. If more time is required, the review officer(s) shall notify the Complainant of the estimated time-frame for completing the review. Upon completion of the review, the staff review officer(s) shall make a recommendation regarding the merit of the Complaint and whether remedial actions are available to provide redress. Additionally, the staff review officer(s) may recommend improvements to Transportation Authority's processes relative to Title VI and environmental justice, as appropriate. The staff review officer(s) shall forward their recommendations to the Deputy Director of Finance and Administration, for concurrence. If s/he concurs, s/he shall issue Transportation Authority's written response to the Complainant.
3. **Request for Reconsideration:** If the Complainant disagrees with the response, he or she may request reconsideration by submitting a request, in writing, to the Executive Director within 10 calendar days after receipt of the written response. The request for reconsideration shall be sufficiently detailed to explain why the Complainant feels the response was inadequate or incorrect, and/or the Deputy Director of Finance and Administration did not fully understand the basis of the Complaint. The Executive Director will notify the Complainant of his or her decision either to accept or reject the request for reconsideration within 10 calendar days. If the Executive Director accepts the reconsideration request, the matter shall be returned to the review officer(s) for reevaluation in accordance with Paragraph 2 above.
4. **Appeal:** If the request for reconsideration is denied, or if the Complainant disagrees with a response after the matter is reconsidered, the Complainant may submit a further written



appeal to the Transportation Authority Board no later than 10 calendar days after receipt of the Executive Director's written decision rejecting reconsideration or after receipt of a further response following a reconsideration. The Board will then set a hearing at the next available Board meeting at which time the Complainant and staff may make brief presentations prior to the Board's consideration of the matter.

5. **Submission of Complaint to the applicable federal funding agency:** The Complainant may also file a complaint directly with the FTA, Federal Highway Administration, or other applicable federal funding agency.
6. **Tracking Title VI Complaints:** The Transportation Authority will keep track of all Complaints filed concerning Title VI and related matters, including the disposition of such Complaints and any actions related to such Complaints. A report of all such Complaints (if any) will be made annually to the Board and to the SFMTA.

Title VI Complaint Forms and information on how to file a Title VI complaint are currently available in English, Spanish and Chinese on the Transportation Authority's website at <http://www.sfcta.org/doing-business-us/title-vi-complaint-procedure>. The Title VI Complaint Form will soon be also available in Russian, Tagalog, Vietnamese, Korean, Japanese, French and Thai. (Please see Appendix A for Transportation Authority's Title VI Complaint Forms)

Title VI Complaint Forms can be submitted as follows:

San Francisco County Transportation Authority  
 Clerk of the Board  
 1455 Market Street, 22<sup>nd</sup> Floor  
 San Francisco, CA 94103  
**Fax:** 415.522.4829  
**Email:** clerk@sfcta.org

Complaints can also be submitted directly to the FTA at the following address:

Federal Transit Administration  
 Office of Civil Rights  
 1200 New Jersey Avenue SE  
 Washington, D.C. 20590

Customers can contact San Francisco's Telephone Customer Service Center for more information and free language assistance:

Voice within San Francisco: 311  
 Voice, outside San Francisco: 415.701.2311  
 TTY: 415.701.2323

To obtain a disability-related modification or accommodation, including auxiliary aids or services, customers can contact the Transportation Authority at 415.522.4800 or via email at clerk@sfcta.org.

#### IV. SUMMARY OF TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

To date, the Transportation Authority has not received any Title VI lawsuits or investigations. Pursuant to FTA guidance, the Transportation Authority shall maintain written complaints



received during the timeframe and include the date the complaint was received, a summary of the allegation(s), the status of the complaint and action taken.

## **V. PUBLIC PARTICIPATION PLAN**

As part of its overall Title VI Program, the Transportation Authority is required to have an established public participation plan (or process) that explicitly describes the proactive strategies, procedures and desired outcomes of its public participation activities. As a subrecipient to the SFMTA, the Transportation Authority has reviewed the SFMTA's Public Participation Plan (PPP) and has agreed to adopt certain sections of the PPP (highlighted in Appendix B) as it relates to activities that the Transportation Authority performs to solicit public participation, including public outreach and involvement strategies. Since the Transportation Authority is not a transit operator, public participation activities related to fare and service changes are not applicable. Please see Appendix C for a summary of major public participation activities conducted in 2015.

## **VI. LANGUAGE ASSISTANCE PLAN**

Pursuant to FTA guidance, the Transportation Authority must take reasonable steps to ensure meaningful access to benefits, services, information and other important portions of their programs and activities for individuals who are limited-English proficient (LEP). The Transportation Authority has reviewed SFMTA's Language Assistance Plan (LAP) and will rely on its survey results and analysis that identified LEP individuals who need language assistance. The goal of the LAP is to provide language assistance to persons with limited English proficiency in a competent and effective manner to help ensure that its services are safe, reliable, convenient and accessible to its LEP customers.

## **VII. MEMBERSHIP OF NON-ELECTED COMMITTEES AND COUNCILS**

As part of its Title VI Program, the Transportation Authority must provide a table depicting the racial breakdown of the membership of any transit-related, non-elected planning boards, advisory councils or committees. The Transportation Authority has two non-elected citizen committee for which it selects the full membership – the Citizens Advisory Committee (CAC) and the Geary Corridor Bus Rapid Transit CAC (GCAC).

The CAC and GCAC each strive for ethnic diversity and geographic representation, but accept applications for all districts on a rolling basis. The CAC has traditionally had one member from each supervisorial district represented on the CAC, though this is not a requirement. The GCAC requires that 8 of the 13 seats be occupied by residents of certain neighborhoods, such as the Richmond, Japantown/Fillmore, and Tenderloin/Downtown areas, while the remaining 5 seats are considered at-large and can be occupied by all residents along the Geary Corridor.

CAC and GCAC applications are distributed and accepted on a continuous basis. Applications are solicited through the Transportation Authority's website, Commissioners' offices, and email notifications to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. In addition, announcements for GCAC vacant positions are broadly targeted to the entire corridor. If members of the public are interested in participating in the CAC or GCAC, they are asked to submit an application and attend an upcoming Plans and Programs Committee meeting to speak to their interests and qualifications. The Plans and Programs Committee will then make recommendations for appointments to the full Transportation Authority Board, which



makes the final decision. Once an application is received, it will remain active for two years and will be considered for any openings, unless the applicant submits in writing a withdrawal of his/her candidacy.

### **CAC**

The Transportation Authority has appointed a CAC consisting of eleven members representing a broad spectrum of transportation and community concerns. The CAC's mission is to assist the Transportation Authority by reflecting community values in the development of the mission and programs of the Transportation Authority; and communicating information about the Transportation Authority's mission and programs back to the community. The CAC accomplishes this by providing the Commissioners and staff of the Transportation Authority with input on nearly all matters that go before the Transportation Authority Board and its standing committees. This includes providing comments on transportation plans, programs and studies; the Prop K (half-cent sales tax) and Prop AA (\$10 vehicle registration fee) Strategic Plans; funding priorities; transportation-related legislation; and community transportation concerns. The CAC also assists in publicizing transportation projects and plans to neighborhoods, and solicits community input for feedback to the Transportation Authority.

Per the CAC's By-Laws, the CAC shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee members shall be residents of San Francisco and shall serve without compensation. Committee members are appointed by the Transportation Authority Board to serve two-year terms and can be reappointed upon term expiration.

### **GCAC**

Geary Bus Rapid Transit (BRT) is one of the signature projects included in the Prop K Expenditure Plan. The Transportation Authority is currently leading environmental analysis for Geary Corridor BRT, in partnership with the SFMTA. The environmental analysis will identify the benefits and impacts of BRT alternatives, a preferred alternative, and strategies to mitigate any environmental impacts. Engineering work for this phase will entail preparation of designs for project alternatives as needed to clarify potential impacts and support identification of a preferred alternative, as well as development of design solutions for complex sections of the corridor. Because of the detailed nature and significance of the study, the Geary Corridor BRT Citizens Advisory Committee (GCAC) is distinct from the Transportation Authority CAC. The role of the GCAC is to advise Transportation Authority staff throughout the environmental analysis of the Geary BRT project by providing input representative of varying interests along the corridor, as well as broader, citywide interests related to the project. The GCAC currently meets approximately bi-monthly.

The GCAC consists of 13 members, representing corridor and at-large interests. Members are appointed by the Transportation Authority Board to serve two-year terms and can be reappointed upon term expiration.

The following table illustrates the current membership of the CAC and GCAC. Ethnicity information is optional to provide on the applications. Any responses are self-selected on applications.

**Table 1: Membership of Committees, Broken Down by Race**

Committee	Asian	Caucasian	Hispanic	Not Provided	Total
CAC	1 out of 11 members or 9%	4 out of 11 members or 36%	1 out of 11 members or 9%	5 out of 11 members or 46%	11 members
GCAC	4 out of 13 members or 31%	3 out of 13 members or 23%	0 out of 13 members or 0%	6 out of 13 members or 46%	13 members

**VIII. SUBRECIPIENT ASSISTANCE AND MONITORING**

As the Transportation Authority is not a direct recipient of FTA funds, it is not required to perform subrecipient monitoring procedures.

**IX. TITLE VI EQUITY ANALYSIS FOR FACILITY CONSTRUCTION**

As the Transportation Authority has not constructed a facility, it is not required to perform a Title VI equity analysis for facility construction.

**X. DOCUMENTATION OF TITLE VI PROGRAM APPROVAL BY TRANSPORTATION AUTHORITY BOARD OF COMMISSIONERS**

The Transportation Authority submitted a draft Title VI Program to the SFMTA for review and comment in January 2016, prior to seeking approval from the Transportation Authority Board. The Title VI Program is anticipated to be approved by the Board by June 2016. A copy of the approved resolution will be forwarded to the SFMTA.

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
 San Francisco, California 94103  
 415.522.4800 FAX 415.522.4829  
 info@sfcta.org www.sfcta.org



## San Francisco County Transportation Authority Title VI Complaint Form

### Complaints must be filed within 180 days of the alleged act of discrimination

COMPLETE FORM, PRINT, SIGN, AND SUBMIT BY MAIL, FAX, OR EMAIL.

IF USING ADOBE ACROBAT, SAVE TO A NEW FILE NAME BEFORE BEGINNING.  
 IF USING ADOBE ACROBAT READER, YOU CAN ONLY PRINT, NOT SAVE.

### SECTION I

NAME: \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_

WORK PHONE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

Accessible format requirements? (CHECK ALL THAT APPLY)

Large print  Audio tape  TDD  Other: \_\_\_\_\_

### SECTION II

Are you filing this complaint on your own behalf?  YES  NO

**If you answered YES** to this question, go to Section III

**If you answered NO** to this question, please supply the name of the person for whom you are filing this complaint and your relationship to him/her:

\_\_\_\_\_

Please explain why you are filing for this person:

Please confirm that you have obtained permission from the complaining person if you are filing on their behalf:

YES  NO

### SECTION III

(CHECK ALL THAT APPLY)

I believe the discrimination I experienced was based on:  Race  Color  National Origin

Date of alleged discrimination (Month, Day, Year): \_\_\_\_\_

**Please turn over the page and continue on the back.** 



**San Francisco County Transportation Authority Title VI Complaint Form** *(continued)*

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as the names and contact information of any witnesses. Attach additional page(s) if necessary.

Have you filed a lawsuit regarding this complaint? If yes, please specify:

**SECTION IV**

Have you previously filed a Title VI complaint with this agency?  YES  NO

**SECTION V**

Have you filed a complaint with any other Federal, State, or Local agency, or with any Federal or State court?

YES  NO

If yes, check all that apply:  Federal Agency  Federal Court  
 State Agency  State Court  Local Agency

DATE(S) FILED: \_\_\_\_\_

Provide contact information for the additional agency or court:

NAME: \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

WORK PHONE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

**SECTION VI**

**Please attach any additional written material or other information that you think is relevant to your complaint.**

**SIGN HERE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**NOTE: The Transportation Authority cannot accept your complaint without a signature.**

Submit the signed complaint form by mail, fax, or email to:

San Francisco County Transportation Authority  
 Clerk of the Board  
 1455 Market Street, 22nd Floor  
 San Francisco, CA 94103  
 FAX: 415.522.4829  
 EMAIL: clerk@sfcta.org



**SFMTA**  
Municipal Transportation Agency



# PUBLIC PARTICIPATION PLAN

June 2013

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## A. INTRODUCTION

The purpose of the San Francisco Municipal Transportation Agency's (SFMTA) Public Participation Plan ("Plan") is to provide a framework of options and strategies from which to guide a customized, systematic and strategic public involvement approach that seeks out and considers the viewpoints of the general public and other stakeholders in the course of conducting public outreach and involvement activities. Of particular importance are those methodologies that specifically address linguistic, institutional, cultural, economic, historical or other barriers that may be preventing minority, low-income and limited English proficient (LEP) populations from participating effectively in the SFMTA's decision-making process.

The Plan also reflects and reinforces the primary goal of the SFMTA's public involvement activities: to offer early and continuous opportunities for the public to learn about a particular project or initiative while meeting the particular needs of the groups being presented to, such as language, schedule or location accommodations, in order to maximize their involvement in the identification of social, economic and environmental impacts of proposed transportation decisions.

The concerns, issues, creative ideas and needs of community members that are gathered through the public involvement process will inform the outreach efforts throughout the course of the project or Agency activity and allow Agency staff and decision-makers to make better informed decisions.

As stated in Federal Transit Administration (FTA) Circular 4702.1A, the SFMTA has "wide latitude to determine how, when and how often specific public involvement measures should take place and what specific measures are most appropriate." (FTA C 4702.1A, Section IV-5) The SFMTA makes these determinations based on a variety of factors, including the composition of the population affected by its actions, the type of public involvement process planned for the particular project or initiative and the resources available to the agency.



In further response to the FTA guidance and the recommendation regarding implementing the Department of Transportation's LEP policy guidance as an effective practice to help overcome barriers to public participation, this Plan also integrates findings from primary research (focus groups, surveys and interviews) conducted during the 2012 update of the SFMTA's Language Assistance Plan (LAP), which focused on receiving feedback from minority, low-income and LEP populations through a series of focus groups.

## **B. AGENCY OVERVIEW**

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Established by voter proposition in 1999, the SFMTA, a department of the City and County of San Francisco, oversees the Municipal Railway (Muni), parking and traffic, bicycling, walking and taxis within the City and County of San Francisco. With five modes of transit, Muni has approximately 700,000 passenger boardings each day. Founded in 1912, Muni is one of the oldest transit systems in the world. It is the largest transit system in the Bay Area and seventh largest in the nation, serving more than 200 million customers a year. The Muni fleet is unique and includes: historic streetcars, biodiesel and electric hybrid buses and electric trolley coaches, light rail vehicles, paratransit cabs and vans, and the world-famous cable cars. Muni has 80 routes throughout the City and County San Francisco with stops within two blocks of 90 percent of all residences in the City. Muni provides service 24 hours a day, seven days a week.

### **Demographic Overview of San Francisco**

The SFMTA service area comprises the City and County of San Francisco. According to the 2010 U.S. Census, San Francisco is diverse both with regards to ethnicity and income levels, as can be seen in the following table:

### ***Race/Ethnicity***

<b>Category</b>	<b>Percentage</b>
African American/Black	6.1%
American Indian/Alaskan Native	0.5%
Asian/Asian American	33.3%
Native Hawaiian/Other Pacific Islander	0.4%
Hispanic	15.1%
White (not Hispanic)	41.9%
Multiracial	4.7%

### ***Income Per Household***

Median Household Income (2006-2010)	\$71,304
Per Capita Income (2006-2010)	\$45,478
Persons Below Federal Poverty Level (2006-2010)	11.9%

Source: 2010 U.S. Census and 2006-2010 American Community Survey

**Limited English Proficiency Populations:** With regard to LEP populations, data is gathered from the 2008-2010 ACS Three-Year Estimate, as the 2010 Census data did not address language proficiency. ACS data shows a total population of 764,274 for San Francisco City and County. Of this population, an estimated 182,745 people, or 23.91% of San Francisco's population, speak English less than "very well". Of these persons: 95,079 (or 52.03% of the LEP population) speak Chinese; 39,609 (21.67%) speak Spanish; 10,844 (5.93%) speak Tagalog; 8,814 (4.82%) speak Russian; 6,893 (3.77%) speak Vietnamese; 3,969 (2.17%) speak Korean; 2,797 (1.53%) speak Japanese; 1,421 (0.78%) speak French; and 1,130 (0.62%) speak Thai. Maps included in the Factor One LAP analysis show concentrations of LEP groups by language within the City and County of San Francisco and will be utilized for targeted customer outreach in those languages.

## C. PUBLIC OUTREACH AND INVOLVEMENT STRATEGIES

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This Plan details numerous communication strategies and tactics that offer early and continuous opportunities for the public to be involved in the identification of social, economic and environmental impacts of proposed transportation decisions.

One of the first steps before commencing any public involvement effort is the identification of stakeholders. Stakeholders are those who are either directly or indirectly affected by a proposed plan, project or initiative or the resulting recommendations. Those who may be adversely affected, or who may be denied the benefits of a plan's recommendations, are of particular interest in this initial identification process. Stakeholders can include many different individuals, populations, groups or entities, including general citizens, SFMTA/Muni customers, minority and low-income persons, public agencies, and private organizations and businesses.

Once the stakeholders have been identified, project managers and other SFMTA staff can consult the available public involvement and outreach methods to customize a plan to maximize public outreach and involvement opportunities for a particular project or initiative.

The following table summarizes existing public involvement and outreach methods used by the SFMTA; detailed descriptions of each method used are included below. It's important to note that not every method listed will be used on every project or initiative; the project manager, along with the community outreach team, will establish a customized approach for each public involvement/ outreach process, choosing from the options discussed below, that will best meet the needs of the target audience and best accomplish the goals of the particular project or activity. Note that indications of additional steps needed are specific plan enhancements resulting from the LAP research process.

**AVAILABLE PUBLIC INVOLVEMENT METHODS**

	Method	Description	Status
1	Community Meetings	Community briefings that allow interested stakeholders, customers and the general public to receive current information and provide feedback at key decision points.	In use. Additional relationships with CBOs will increase effectiveness.
2	Website Support	Contains information in Chinese, Spanish, Russian, French, Japanese, Korean, Tagalog, Thai and Vietnamese	In use.
3	Ethnic Media Relations	Press Releases and media events are employed to disseminate project and Agency activity information and accomplishments to local, national and trade media outlets.	In use. Media outreach is conducted to varying degrees in the following languages: English, Chinese, Spanish, and Russian.
4	Community Events	Information booths at community events, fairs and street festivals	In use.
5	Community Organizations	Coordination with individuals, institutions, community and faith-based organizations, and groups to reach out to members in affected minority, low-income and/or LEP communities	In use and efforts increasing.
6	Accessibility (locations, times)	Utilization of locations, facilities, and meeting times that are convenient and accessible to the targeted audiences, including minority and low-income communities	In use. Decisions made in coordination with CBOs.
7	Flexible Public Participation Opportunities	Utilization of different meeting sizes and formats, times of day and other accessibility factors, as well as the type and number of news media used to announce public participation opportunities, so that communications are tailored to the particular community or population	In use. Decisions made in coordination with CBOs.
8	Translation Assistance	Free in-person language assistance is available at SFMTA's multilingual Customer Service Center or via telephone through the City's multilingual 311 Customer Call Center, which has access to a language line with over 175 languages. Translation assistance at community meetings and workshops is available via bilingual SFMTA staff and through outside translators.	In use.



	Method	Description	Status
9	Multilingual Materials	Development and publication of collateral material, including information sheets and newsletters, in multiple languages	In use.
10	Street Level Outreach	Street level outreach informs customers, residents and businesses of on-going outreach activities, and to engage the public at a personal level.	In use.
11	Social Media	Use of social media, such as project blogs, Facebook, Twitter, Flickr, and YouTube	In use and increasing.
12	Community Advisory Groups	A Community Advisory Group (CAG) is comprised of members representing various communities, backgrounds, professions and interests	Used when appropriate; examples include the Central Subway Project and the Transit Effectiveness Project
13	Public Noticing	A public information strategy publicizes various aspects of the project, including construction updates and service impacts.	In use now in English, Chinese, Spanish; depending on LEP concentration in particular area, the SFMTA may produce materials in additional languages.
c14	Community-based Organization Outreach	Outreach to contractors and community-based organizations regarding the SFMTA's Small Business Enterprise (SBE) and employment training programs	In use.
15	Email Communications	Use of project-specific email addresses and blast e-mails to facilitate communication to, and feedback from, the public.	In use.
16	SFMTA Board of Directors Meetings	Board meetings, which are open to the public, are held on the first and third Tuesday of every month.	Language assistance available upon request.
17	Citizens Advisory Council Meetings	The SFMTA also includes a Citizens Advisory Council (CAC), which draws from a broad set of stakeholders and represents the diversity of San Francisco residents.	In use.

	Method	Description	Status
18	Metropolitan Transit Commission/Public Participation Plan	For additional outreach and public participation opportunities with regard to long-term regional planning efforts, the SFMTA relies on its metropolitan planning organization, the Metropolitan Transportation Commission (MTC), and their efforts via their Public Participation Plan.	In use.

Detailed descriptions of the methodologies summarized in the previous table are included below. As technology advances, and depending on particular situations, other methods may be incorporated. As mentioned above, very few Agency activities or initiatives will require utilization of all of the listed methods. The intention of the list is to provide a comprehensive menu of approaches that are at SFMTA staff's disposal. It is up to the project team and the SFMTA's Corporate Communications team to determine the appropriate mix on a case-by-case basis, once the stakeholders for a particular project or initiative have been identified.

### 1) Project Open Houses and Community Briefings:

Publicly noticed project open houses and community briefings allow interested stakeholders to receive the most current information in an interactive setting, direct from SFMTA staff. Project open houses and community briefings range from full presentations with full proposal review to small informational sessions. Comment cards, letters of support and written statements are compiled to document the reception and the reaction of the public. Attendees are further directed to other sources of information (e.g., SFMTA website, project website, project emails and phone numbers, social media, etc.) to continue interaction and dialogue. The SFMTA works with community partners to leverage already-scheduled meetings in low-income, minority and LEP communities in order to maximize outreach and participation. Using locations, facilities and meeting times that are convenient and accessible to these populations encourages attendance and further promotes public involvement. In addition, rather than asking the public to attend additional meetings to gather information, SFMTA staff seeks to integrate public participation efforts into existing community and neighborhood activities.

Meetings that are scheduled by SFMTA staff are accessible by Muni and scheduled at various times of the day and on weekends to accommodate working families, individuals, and seniors. For example, input from the LAP focus groups tended to indicate that meetings held during the day, whether during the week or on weekends, were ideal for seniors, who felt safer meeting at community centers during the daytime. SFMTA staff will continue working with community-based organizations and other community partners when scheduling these events in order to meet the needs of the particular communities and maximize participation.

## 2) **Website Support:**

Creation, branding and maintenance of an interactive project website is a critical public information tool. By visiting a project website, the general public learns about the purpose of the project, the communities it will serve, construction schedules, community engagement, project history and more. As circumstances allow, the project website may contain dedicated landing pages for each project element. A Google Translate widget could also be added to allow visitors to translate the site into any of the 53 languages Google Translate supports.

## 3) **Media Outlets:**

Press Releases and media events are used to disseminate project and Agency activity information and accomplishments to local, national and trade media outlets. A variety of available resources, including media contact lists and website and social media, are used to communicate with the general public. The media strategy incorporates written press releases, press conferences, interviews, roundtables, site tours, events, and, as appropriate, television and radio talk and call-in shows, online chats, editorial boards and op-ed pieces. Media outreach is ongoing. Press releases and media events are coordinated with SFMTA Corporate Communications, and the appropriate SFMTA staff. Multilingual print media, such as El Mensajero, Sing Tao and Kstati and local neighborhood newspapers are included in the media strategy. Based on LAP-related focus group feedback, multilingual broadcast media (radio, TV) and ethnic newspapers

were highly favored methods for outreach and providing notice and they should be utilized to the extent possible, as circumstances and resources allow.

#### **4) Community Events:**

SFMTA staff participate in community events throughout the city to establish a presence and publicize achievements and milestones. Outreach includes information booths and tables at festivals, job fairs, street parades and other community events. At these events, updated collateral material (fact sheets, meeting notices, project design renderings, etc.) and other pertinent project information is disseminated to the general public in multiple languages. Interested members of the public are further directed to online resources and the City's multilingual 311 call center.

#### **5) Community Organizations:**

SFMTA staff identifies and engages with individuals, institutions, community and faith-based organizations with low-income, minority and/or LEP constituents to ensure they understand the latest proposals and to listen and respond to their concerns. Appendix A contains a list of individuals, institutions, organizations and groups to be considered for outreach efforts depending on project, location, etc.; Appendix B lists the CBOs and other community organizations and leaders involved in the focus group and LAP revision effort and with whom relationships will be sustained and utilized in both future LAP and PPP initiatives.

#### **6) Flexible Public Participation Opportunities:**

SFMTA staff varies the size and format of meetings depending on the community's needs. A town hall meeting with the local member of the San Francisco Board of Supervisors, for example, will differ in size and format from a gathering of a neighborhood group in the impacted area.

**7) Translation Assistance:**

As appropriate, SFMTA will host community meetings with translation assistance provided by bilingual SFMTA staff, external translators or by community members. Comment cards are provided and follow-up is conducted by the SFMTA's Community Outreach staff post-meeting.

**8) Multilingual Materials:**

Multilingual collateral material is used to give the public useful information about current and upcoming activities. Collateral material can include fact sheets, FAQs, newsletters, media/press packets and flyers. Fact sheets are revised and updated as needed. FAQs are updated as feedback and questions from the general public are received either through email, written or social media correspondence. As appropriate, collateral material is translated and posted on the project website and [www.sfmta.com](http://www.sfmta.com) disseminated at public events and distributed via postings inside transit vehicles, transit stations and shelters and on transit platforms and station kiosks. Information is also distributed via direct mail to affected customers, residents and business owners and via email blast to community outreach partners and interested individuals. Primary languages for translation are Spanish and Chinese; depending on the document, the scope of the project and the concentrations of relevant LEP populations, materials may also be translated into Russian, Vietnamese and other languages, as required.

**9) Presentations and Visual Aids:**

In an effort to overcome language barriers and enhance communication with the public, the SFMTA project staff will use various illustrative visual aids, such as design renderings and drawings, charts, graphs, photos, maps and the Internet, as appropriate and as circumstances allow. PowerPoint presentations are often used and can be translated as necessary, for example, with the Central Subway Project and its presentations in Chinatown, which were produced in Chinese and given in Cantonese.

**10) Street Level Outreach:**

Many SFMTA customers and San Francisco residents may have no interest or ability to participate in a meeting or review a website. Street level outreach attempts to capture the opinions and needs of these stakeholders. This includes knowledgeable staff and ambassadors engaging in conversations, recording comments via written notes or via mobile applications that allows transit users to comment while talking with an ambassador out in the field. For corridor-level outreach, project staff engages residents, businesses and customers that live and conduct business along the route to articulate the potential impact of a proposed project or initiative, build support and address in-person concerns or ideas. Local neighborhood and merchant group meetings are leveraged and, where appropriate, staff can go door-to-door. This outreach corresponds with ongoing public meetings and offers an additional opportunity to extend invitations for attendance.

**11) Social Media:**

By creating and maintaining an online and social media presence through project blogs, Facebook, Twitter and YouTube to engage stakeholders and encourage maximum participation in the outreach process, the SFMTA reaches out to and hears from those who are unable to attend, or do not regularly participate in, traditional public meetings and board hearings. For those who can participate in person, an online and social media presence allows two-way communication between meetings, strengthening the dialogue and reinforcing process transparency.

**12) Community Advisory Groups (CAGs):**

The mission of a CAG is to accomplish the following: (1) to discuss and study the planning, design and implementation of the project; (2) to examine the primary issues surrounding the project, such as construction approaches and operations; and (3) to develop a community consensus and benefits strategy for all levels of activity associated with the project. CAG meetings should be scheduled during times and in locations that maximize participation by CAG members as well as low-income, minority

and LEP populations. An example of a current project that utilizes a CAG is the Central Subway Project.

**13) Public Noticing:**

In addition to the collateral materials listed above, project staff may also distribute leaflets door-to-door and use other forms of public advertisement to notify the public of crucial project information (e.g., billboards, bus shelters, bus ads, AT&T Baseball Park ads, etc.).

**14) CBO and Contractor Outreach:**

Outreach to contractors and community-based organizations regarding the SFMTA's Small Business Enterprise (SBE) and employment training programs provides businesses with information about opportunities to bid and compete for upcoming contracts. These outreach events inform the contracting community of upcoming bid packages, assist small contractors in developing relationships with prime contractors and examine ways to increase diversity in workforce participation.

**15) Email Communication:**

Project-specific email addresses are created in order to facilitate communication and feedback from the public. Email blasts to Community Based Organizations (CBOs), stakeholders, advocacy groups, faith-based organizations, merchants' organizations, neighborhood groups and other interested individuals are also used.

**16) SFMTA Board of Directors' (SFMTAB) Meetings:**

Agendas are available 72 hours prior to the Board meetings and are posted at City Hall, the Main Library and on [www.sfmta.com](http://www.sfmta.com). Additional Board information is available at SFMTA headquarters in San Francisco and at the San Francisco 311 Customer Service Center, which provides language assistance through trained bilingual staff and a multilingual Language Line. Board meetings that involve fare and service changes are advertised on a broader scale: meeting times are communicated via multilingual notices posted in revenue vehicles, transit stations and faxed to distribution lists. Radio ads

and media placements in English, Spanish, Chinese newspapers and other ethnic media outlets are utilized as circumstances dictate and resources allow. All Board meetings have a public comment period and translators are available upon 72-hour request. The meetings are held in City Hall, which is easily accessible by transit. Regular SFMTA Board meetings and select other meetings are broadcast on cable via SFGTV and streamed on the Internet. Board Agendas and Meetings Minutes are available to the public at [www.sfmta.com](http://www.sfmta.com).

**17) Citizens' Advisory Council Meetings:**

The CAC meets monthly in a public setting and provides recommendations to the SFMTA Board of Directors on key policy issues facing the Agency. CAC meetings are posted at the library and on SFMTA website. Meetings are recorded and minutes are created and posted at [www.sfmta.com](http://www.sfmta.com).

**18) Metropolitan Transportation Commission (MTC) / Public Participation Plan:**

This plan details a comprehensive outreach program that includes outreach to minority and low-income communities throughout the region. Components of the plan include telephone surveys and focus groups comprising the demographic composition of the individual Bay Area communities, including San Francisco. MTC conducts limited outreach to San Francisco-based CBOs in minority/low-income areas and provides grants to CBOs throughout the region to help fund individual outreach efforts, recruitment efforts for meeting participation and help meet language assistance needs via translators and production of multilingual collateral. The SFMTA is part of a regional working group, led by MTC that is working on collaborating on public outreach and involvement strategies, piggybacking on translation contracts and production of shared multilingual materials.



## D. FARE AND MAJOR SERVICE CHANGES

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This section details the San Francisco Charter and local law requirements for soliciting and considering public input before changing any fare or implementing a major service change. The SFMTA is strongly committed to the right and need for participation by riders and other members of the public in the decision making process concerning fares and major service changes.

### Fare Changes

SFMTA has a locally-developed process for soliciting and considering public comment prior to implementing any fare change. SFMTA's procedures exceed the requirements of the Federal Transit Administration (FTA), which requires that federally funded transit agencies only provide an opportunity for a public hearing to obtain the views of the public regarding a proposed fare change.<sup>1</sup> SFMTA's practice is to publish its intention to change fares in the City's official newspaper for five days and to hold a public hearing not less than 15 days after publication in compliance with both San Francisco Charter section 16.112 and the SFMTA Board of Directors' Rules of Order.

With respect to the City Charter, Section 16.112 requires published notice in the City's official newspaper prior to any public hearing to consider instituting or changing any fee, schedule of rates, charges or fares which affects the public. This section states:

“The publication of and full public access to public documents, except for those subject to confidentiality, shall be as required by law. Notice shall be published in a timely manner before any public hearing, and shall include a general description of said hearing. Notice shall be given, and public hearings held before: ... (c) Any fee, schedule of rates, charges or fares which affects the public is instituted or changed; should any such notice be approved, the result shall also be noticed; ...”

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<sup>1</sup> 49 U.S.C. §5307

Although Charter section 16.112 does not specify how far in advance the City must publish notice of the public hearing, most City departments publish notice at least thirty-six hours prior to a public meeting.

In addition, the governing board of the SFMTA, the Municipal Transportation Agency Board (MTAB), has promulgated an additional requirement regarding how far in advance the SFMTA must publish notice for changes involving rates, charges, fares, fees and fines. SFMTA Board Rules of Order, Article 4, §10 provides:

“Before adopting or revising any schedule of rates, charges, fares, fees or fines, the Board shall publish in the official newspaper of the City and County for five days notice of its intention to do so and shall fix the time for a public hearing or hearings thereon, which shall be not less than fifteen days after the last publication of said notice, and at which any person may present his or her objection to or views on the proposed schedule of rates, fare or charges.”

In compliance with state and local law, the SFMTA posts its meeting agenda in a location accessible to the public, the San Francisco Public Library, and on the SFMTA’s website, [www.sfmuni.com](http://www.sfmuni.com), at least seventy-two hours prior to an MTAB meeting. Minutes from the meeting are kept and are available to the public via the SFMTA’s website. Letters from the public are placed in a public review file accessible to members of the public, and provided to the members of the MTAB. With respect to public comment, members of the public have the right to speak at all meetings of the MTAB. Typically, the public is permitted to speak for up to three minutes on each item considered by the MTAB although the body has the discretion to limit public comment to less than three minutes if circumstances warrant. Language assistance, such as oral interpreters, is provided if 48 hours advance notice is given, pursuant to S. F. Administrative Code, Section 91.6. The MTAB may respond to comments made by the public and take other actions, such as amending the item or delaying a decision, as it deems appropriate.

Once the MTAB approves the proposed fare change, it is sent to the San Francisco Board of Supervisors pursuant to Section 8A.108 of the Charter. Section 8A.108(a) provides that: “Except as otherwise provided in this Section, any proposed change in fares or route abandonments shall be submitted to the Board of Supervisors as part of the Agency’s budget or as a budget amendment under 8A.106, and may be rejected at that time by a seven-elevenths vote of the Board on the budget or budget amendment. Any changes in fares or route abandonments proposed by the Agency specifically to implement a program of service changes identified in a system-wide strategic route and service evaluation such as the Transit Effectiveness Project may only be rejected by a single seven-elevenths’ vote of the Board of Supervisors on the budget or budget amendment.”

In compliance with state and local law, the public is provided an opportunity to comment on the proposed fare change at any scheduled committee meeting of the Board of Supervisors considering the fare change, and during general public comment before the full Board of Supervisors. Minutes of Board of Supervisors meetings are kept and available to members of the public via the Board of Supervisors’ website. Letters from the public sent to the Board of Supervisors concerning the proposed fare change are placed in a public review file, and made available to the Members of the Board of Supervisors.

Depending on whether circumstances warrant, the SFMTA may supplement the procedures described above with one or more of the public outreach and involvement strategies discussed in Section C of this document, some of which are listed below in the discussion of Major Service Changes. As is the SFMTA’s standard practice, the needs of our limited English proficient customers are taken into account in any public outreach efforts concerning proposed fare changes.

### Major Service Changes

SFMTA also has a locally-developed process for soliciting and considering public comment prior to implementing a major service change. SFMTA defines “a major service change” as a change in transit service that would be in effect for more than a 12-month period, and that would consist of any of the following criteria:

- A schedule change (or series of changes) resulting in a system-wide change in annual revenue hours of five percent or more proposed at one time or over a rolling 24 month period;
- A schedule change on a route with 25 or more one-way trips per day resulting in:
  - Adding or eliminating a route;
  - A change in annual revenue hours on the route of 25 percent or more;
  - A change in the daily span of service on the route of three hours or more; or
  - A change in route-miles of 25 percent or more, where the route moves more than a quarter mile.

Corridors served by multiple routes will be evaluated based on combined revenue hours, daily span of service, and/or route-miles.

- The implementation of a New Start, Small Start, or other new fixed guideway capital project, regardless of whether the proposed changes to existing service meet any of the criteria for a service change described above.

Charter section 16.112 requires published notice in the City’s official newspaper prior to any public hearing in which the MTAB considers a significant change in the operating schedule or route of a street railway, bus line, trolley bus line or cable car line. Although Charter section 16.112 does not specify how far in advance the City must publish notice of the public hearing, the SFMTA’s practice is to publish its intention to consider any significant transit service change in the City’s official newspaper for five days and to hold a public hearing not less than 15 days after publication.



In situations where the SFMTA is proposing a “route abandonment” for a particular line or service corridor, the SFMTA must seek approval from both the MTAB, and the Board of Supervisors pursuant to Charter section 8A.108. Under the Charter, a “route abandonment” means the permanent termination of service along a particular line or service corridor where no reasonably comparable substitute service is offered.

If the SFMTA proposes a route abandonment at any time other than as part of its budget process, the agency must first submit the proposal to the Board of Supervisors. The Board of Supervisors may, after a noticed public hearing, reject the proposed route abandonment by a seven-elevenths vote taken within 30 days after the proposal is submitted by the SFMTA.

If the proposed route abandonment is submitted as part of the SFMTA’s budget, it must be rejected by a seven-elevenths vote of the Board on the budget or budget amendment.

As with the public process for fare changes, SFMTA’s procedures exceed the requirements of the FTA. Language assistance, such as oral interpreters, is provided if 48 hours advance notice is given. Once published notice has been provided and a meeting agenda posted as described above, the major service change can be considered by the MTAB at a regular or special meeting. Minutes from the meeting are kept, and are available to the public via SFMTA’s website. Letters from the public are placed in a public review file accessible to members of the public, and provided to members of the MTAB. With respect to public comment, members of the public have the right to speak at all meetings of the MTAB. Typically, the public is permitted to speak for up to three minutes on each item considered although the body has the discretion to limit public comment to less than three minutes if circumstances warrant. The MTAB may respond to comments made by the public and take other actions, such as amending the item or delaying a decision, as it deems appropriate.

In circumstances involving a route abandonment, the public is provided an opportunity to comment on the proposed service change at any scheduled committee meeting of the Board of Supervisors considering the service change, and during general public comment before the full Board of Supervisors. Minutes of Board of Supervisors meetings are kept and available to members of the public via the Board of Supervisors' website. Letters from the public sent to the Board of Supervisors concerning the proposed service change are placed in a public review file, and made available to the Members of the Board of Supervisors.

Once SFMTA has proposed a major service change or fare change, the SFMTA may provide additional notification to any affected neighborhood(s) and riders regarding the proposed changes and the time and location of any public meeting where public comment will be solicited. SFMTA will also provide information about proposed fare or major service changes on its website. The SFMTA provides such notification in one or more of the following ways, depending on the circumstances:

- Posting meeting notices on transit vehicles used by affected riders;
- Posting meeting notices at transit stops and/or on utility poles;
- Mailing or e-mailing a form letter and/or meeting announcements to neighborhood organizations and to residents and businesses on affected streets and/or mass-distributed to addresses in affected areas;
- Publishing meeting notices in neighborhood papers or multilingual or alternative language newspapers;
- Sending meeting notices to identifiable affected groups (for example, Caltrain riders if Caltrain feeder routes are affected);
- Circulating an attendance sheet at the meeting to create a contact list;
- Sending letters to names on contact lists including revised versions of the original proposal, and information regarding upcoming MTA Board meeting;
- Using public service announcements for radio and TV (for issues of citywide impact, when circumstances dictate and resources allow);
- Issuing a press release (for issues with citywide impact).

## D. COMMUNITY OUTREACH AND COMMENT

To ensure that the outreach tools indicated in SFMTA's Public Participation Plan (PPP) hit the mark, community input was sought through presentations and surveys at five meetings with community-based organizations. Five separate neighborhoods were chosen throughout the City and County of San Francisco in order to represent a cross-section of the City's diverse communities:

1. Bayview Hunters Point
2. Fillmore/Western Edition
3. Mission
4. Chinatown
5. Sunset District

Within these neighborhoods a total of 40 community organizations were identified, including those that had participated in SFMTA's Language Assistance Plan community-based organization (CBO) focus group effort. Out of the 40, five were selected for community meetings based on the diversity of the neighborhoods they represent. The meetings included a presentation, a question and answer session and a survey to be completed on-site by meeting attendees concerning their preferences for receiving agency information and keeping in touch with the SFMTA.

In order to keep the conversation focused during the presentation, the stakeholders were told that the purpose of the presentation was to seek their input not on Muni

services specifically but on how best to communicate with them and how they prefer to offer their input back to the SFMTA.



Presentations included a description of the PPP,

including an overview of the current communication tools used by SFMTA to reach its stakeholders. Copies of the plan were made available and stakeholders were also told they could obtain copies by calling the 311 information line, which was stressed as a good way to register questions and receive information in both English and multiple other languages. Presenters stressed the variety of outreach methods available to the public. Staff worked with the leadership of the CBOs to determine in advance any language needs of the participants and translation services were provided for Chinese and Spanish-language participants. The survey was translated into Spanish and Chinese. Presentations were made to the following five groups in October and November 2012:

	<b>Neighborhood</b>	<b>Organization</b>	<b># of Surveys</b>
1	Chinatown	Chinatown Community Development Center	19
2	Western Addition	Ida B. Wells Senior Center	59
3	Bayview	True Hope Baptists Church	14
4	Mission District	Mission Neighborhood Center	23
5	Sunset District	Sunset Neighborhood Beacon Center	35
6	CBO Leadership	12 community-based organizations	12
<b>Total Surveys</b>			<b>162</b>

An SFMTA community outreach professional was on hand at all meetings to answer specific questions about Muni services, and those questions were also logged and included in the survey report. All audiences were attentive and responsive and expressed appreciation for the presentations.

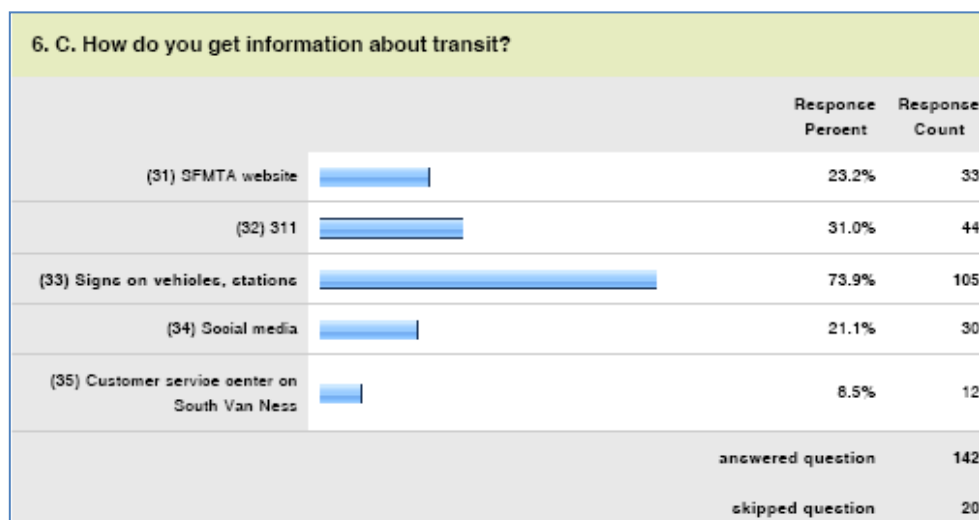
### ***Survey Highlights***

#### How do you get information about transit?

Overwhelmingly, respondents (73.9%), get information from signs on vehicle and in stations, with this option also ranking as one of the top three preferred methods by



which to get transit-related information. The City's 311 information line serves more than 30% of respondents, with the customer service line also placing in the top three preferences in terms of sources of information for nearly 44% of respondents. About 23% obtain information from the SFMTA website and nearly 48% place that source in their top three.



Survey Comment Card Response (Accessible Diagram)

**6.C. How do you get information about transit?**

Source	Number of Responses Received	Response Percentage	Response Count
SFMTA website	31	23.2%	33
311	32	31.0%	44
Signs on vehicles, stations	33	73.9%	105
Social media	34	21.1%	30
Customer service center on South Van Ness	35	5.5%	12

<b>Total of answered questions</b>	<b>142</b>
<b>Total of skipped questions</b>	<b>20</b>

These same sources were cited by respondents in relatively similar percentages when respondents were asked to select *three options that you think are the best ways to reach community members*.

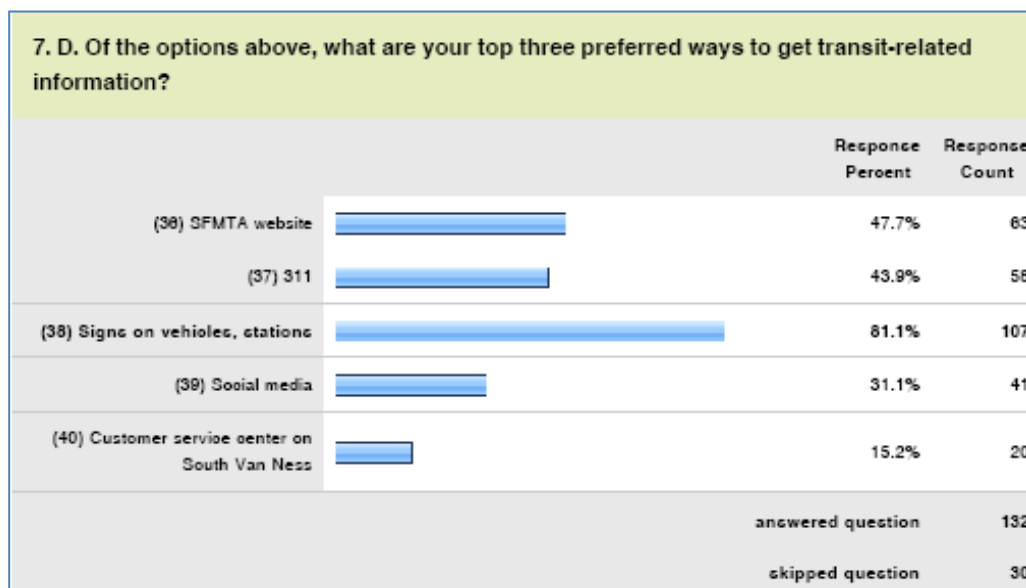
These findings underscore the importance of these information sources and reaffirm the SFMTA's focus on these methods in terms of ongoing community outreach while keeping an eye on the organization's flexible list of outreach tools. All of these notification methods are included in the PPP.

#### Preferences for receiving information and sharing comments

When respondents are in direct contact with SFMTA staff (at community meetings, for example), they favor information via handouts (62.4%) and prefer recording their questions and comments in writing on comment cards. The CBOs also tend to be willing to display SFMTA service bulletins or fliers in their offices and are on SFMTA email blasts and contact lists. The topics of most importance reported in the meetings and surveys were, in top three order, *fare and service changes, safety and transit services in general*.

#### How do you get information about SFMTA meetings?

Results are very diverse, with literally all forms of notification receiving answers. Importantly, nearly half of respondents indicated *information cards* on Muni vehicles. *Radio, TV, Ethnic media* and information via *community-based organizations* were also recognized as significant information sources.



Survey Comment Card Response (Accessible Diagram)

**7.D. Of the options above, what are your top three preferred ways to get transit-related information?**

Source	Number of Responses Received	Response Percentage	Response Count
SFMTA website	36	47.7%	63
311	37	43.9%	58
Signs on vehicles, stations	38	81.1%	107
Social media	39	31.1%	41
Customer service center on South Van Ness	40	15.2%	20
<b>Total of answered questions</b>			<b>132</b>
<b>Total of skipped questions</b>			<b>30</b>

Attending Public Meetings

While most respondents (71%) have never attended a public meeting on transit-related issues, when asked what factors would enable them to come, two topped the list: location (71.4%) and time of day (53.6%). A variety of other factors were considered and recorded. While time of day is seen as important, respondents were fairly equally divided about the best time of day, although weekdays were favored over weekends. Another factor that registered to many was the availability of language assistance.



### A Variety of Comments

When offered an opportunity to comment on topics of interest, those comments dealt universally with Muni services (complaints and observations), rather than communication topics. This variety of comments is included in the survey response document in the appendix.

### **Community-based Organization Leadership Surveys**

Because SFMTA's relationship with community-based organizations is a vital link to its stakeholders, the feedback from those leaders, who were instrumental in setting up meetings and focus groups throughout the project, is equally important. Twelve CBO leaders were surveyed for their feedback on the Public Participation Plan, including the five leaders who facilitated presentations to their groups:

<b>Name</b>	<b>Title</b>	<b>Organization</b>
LaShon A. Walker	Vice President	Bayview Merchants Association
Cathy Davis	Executive Director	Bayview Hunters Point Multipurpose Senior Services

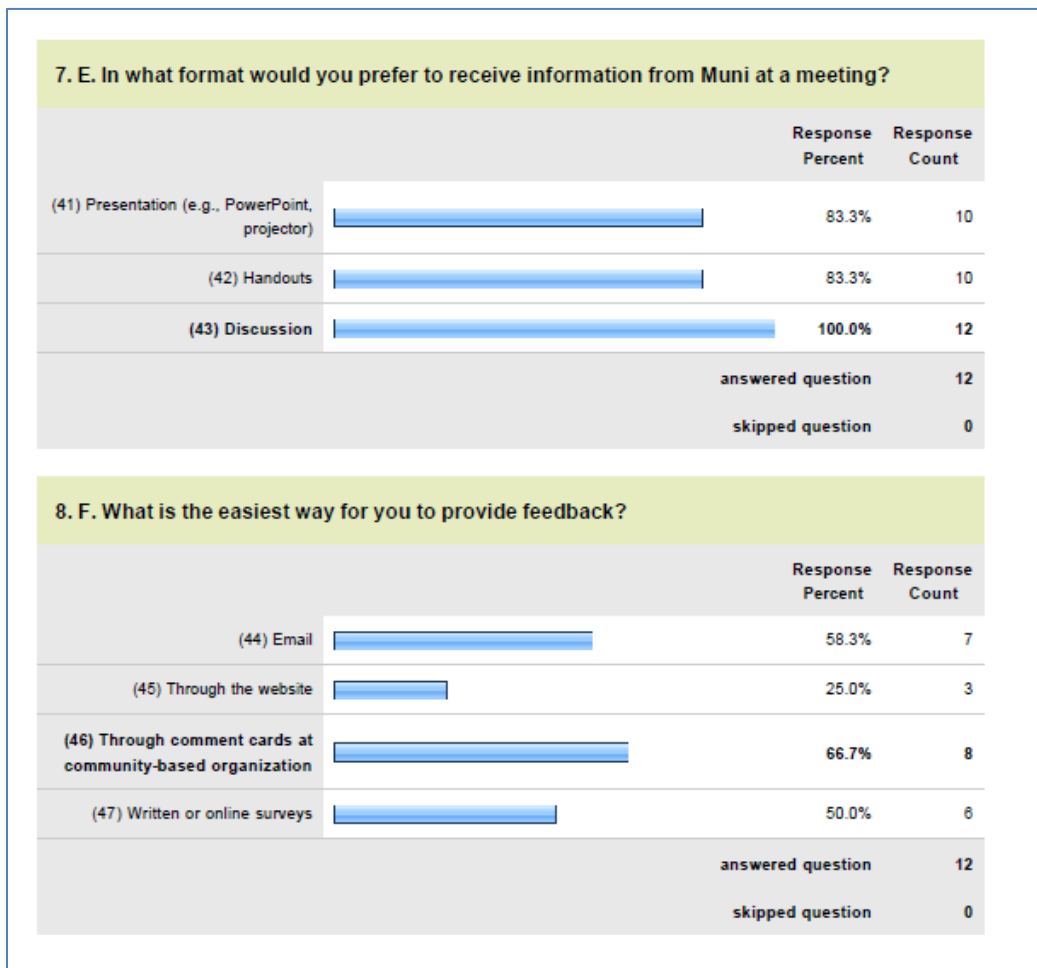
Neal Hatten	Associate Executive Director	Bayview Hunters Point YMCA
Cathie Lam	Senior Community Organizer	Chinatown Community Development Center
Michael Hamman	President	India Basin Neighborhood Association
Martha Ehrenfeld	Board Member	Inner Sunset Park Neighbors
Mariana Romero	Family and Community Partnerships Manager	Mission Neighborhood Center
Sarah Huck	Neighborhood and Family Services Program Manager	Richmond Village Beacon
Patrick Montgomery	Evening Program Coordinator	Sunset Neighborhood Beacon Center
Reverend Allen	Reverend	Third Baptist Church
Tachina Alexander	Community Liaison	True Hope COGIC
Mike Stancil	Senior Director	YMCA, Richmond District

The leaders know their stakeholders well and represent them fully when it comes to SFMTA services and information. In terms of their preference for methods of contact, the leaders favored emails from SFMTA staff. They also stated that they gather SFMTA information through community meetings and information placed on Muni vehicles. They, like their stakeholders, cite public notices – including through their CBOs – as a good method of getting information distributed.

In addition to these standard methods, CBO leaders are far more likely (45.5% vs. 23.2% for their stakeholders) to go to the SFMTA website for information. Even more telling, about 78% of CBO leaders rank the website, along with signage at stations and vehicles, as a “top three” preferred method of receiving updates. This supports SFMTA efforts to reach through CBO leaders to their stakeholders by distributing emails to leaders and encouraging website visitation as a means of keeping abreast of information they can share with their own communities. The fact that nearly half of survey respondents see the website as a good source is encouraging.

Also reflecting the expected preferences of leaders, 100% of these 12 individuals indicated that they would rather receive information from SFMTA via discussion than through presentations or handouts. They support email, surveys and comment cards as good ways to provide their input to SFTMA.

Finally, these CBO leaders are far more likely to attend meetings on transit related issues, given the fact that more than 83% of them have done so in the past. To them, location is far and away the most important factor for attendance.



Survey Comment Card Response (Accessible Diagram)

**7.E. In what format would you prefer to receive information from Muni at a meeting?**

Source	Number of Responses Received	Response Percentage	Response Count
Presentation (e.g., PowerPoint, projector)	41	83.3%	10
Handouts	42	83.3%	10
Discussion	43	100.0%	12
<b>Total of answered questions</b>			<b>12</b>
<b>Total of skipped questions</b>			<b>0</b>

#### 8.F. What is the easiest way for you to provide feedback?

Source	Number of Responses Received	Response Percentage	Response Count
Email	44	58.3%	7
Through the website	45	25.0%	3
Through comment cards at community-based organization	46	66.7%	8
Written or online surveys	47	50.0%	6
<b>Total of answered questions</b>			<b>12</b>
<b>Total of skipped questions</b>			<b>0</b>

#### Comparisons Between Respondents in the Five Meetings

Survey tabulations include a breakout of results from the five different neighborhood meetings. In general, it is considered more useful to use the combined totals because the varying numbers of respondents from meeting-to-meeting make those results less projectable over the entire population, as is always the case with relatively limited distribution. Averaging results from among 150 respondents is seen as more conclusive and useful in determining public outreach preferences.

### Comparisons with LEP Focus Groups and PPP Surveys

Comparing several critical areas of community outreach reveals similar thinking between respondents from the PPP Public Meetings, CBO leadership and those from the LEP focus groups.

<b>Responses from:</b>	<b>PPP Public Meetings</b>	<b>LEP Focus Group</b>	<b>CBO Leadership</b>
<b>Where do you get your Muni information?</b>			
Signs in stations	X	X	X
Radio/TV/Ethnic Media	X		
Information in vehicles	X	X	X
311 Information Line		X	
<b>Importance of/Preference for Information Source</b>			
Signage	X	X	X
Brochures	X		
311	X	X	X
Website	X	X	X
<b>Information/services most important to respondents</b>			
Fare and service changes (schedules)	X	X	X
Safety	X	X	X
Transit services in general		X	X
Information at bus shelters	X		

This finding informs SFMTA that its efforts in these particular delivery methods and key information are relatively universal over the organization's entire stakeholder population.



## Conclusion

Input from the public meetings and the accompanying surveys confirms that the SFMTA Public Participation Plan outreach tools provide ample opportunities for public input and are inclusive of the preferences of the community. There are varied community opinions on important questions such as the best way to reach individuals in various communities and



what is most useful in attracting individuals to transit information meetings. Because attendance at traditional transit meetings (e.g., board meetings) are of minimal importance to these groups (and, research would likely show, to SFMTA's other stakeholders as well), consultation with community-based organizations when the need arises to communicate with their particular stakeholders can ensure the best outreach approach.

In correlating these results from findings in the Language Assistance Plan, it is clear that regardless of language, customers find information about fares and service changes (schedules) – the survey language used above -- most important, as reflected in the routes-schedules-fares priorities below, from the LAP. Similarly, findings in both the LAP and the PPP indicate that on-site information is relied on the most regardless of language, indicating a priority for providing signage and on-board information in more than one language.

The importance indicated in the research in both plans also supports SFMTA's investment in the 311 system and its website. While respondents reported less use of these two media, when both were discussed, respondents saw the value in them, leading to the conclusion that more promotion to the website and 311 may lead to greater acceptance and use.

The results of both studies provide guidelines for what works best not only for language-proficiency outreach but also for connecting with low-income and underserved populations. With the variety of outreach tools available to SFMTA, it is possible to select them on a case-by-case basis, depending on the stakeholder audience, when planning an outreach effort.

## **E. REVIEW AND MONITORING OF THE PUBLIC PARTICIPATION PLAN**

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The Public Participation Plan will be reviewed, at a minimum, every three years for its effectiveness and relevance based on changing demographics, new technologies, updated guidance and the requirements and needs of particular projects, among other factors. The Plan will also be considered a “living document” that requires the SFMTA to continue its commitment to involve minority and low-income communities by sharing this Plan with those populations, asking for feedback and new ideas and staying connected with stakeholders who represent those populations as an ongoing activity.

## APPENDIX 1: COMMUNITY OUTREACH DATABASE

18th Street Merchants Association  
 28th Ave. Neighbors  
 40th Ave. Neighbors  
 45th Ave. Neighbors  
 7th Ave. Presbyterian Church  
 Advisory Council to the Commission on Aging and Adult Services  
 Asian Family Support Center  
 Asian Inc.  
 Asian Neighborhood Design  
 Asian Pacific American Community Center  
 Asian Pacific Chamber of Commerce  
 Bartol Alley Neighborhood Group  
 Bayview Hill Neighborhood Association  
 Bayview Merchants Association  
 Bayview PAC Transportation and Land Use Committee  
 Bayview YMCA  
 Bayview Hunters Point Multipurpose Senior Center  
 Bayview Hunters Point PAC  
 Bernal Heights Neighborhood Center  
 Buena Vista Neighborhood Association  
 Castro/Eureka Valley Neighborhood Association  
 Catholic Charities/OMI Senior Center  
 Cayuga Improvement Association  
 Charity Cultural Service Center  
 Chinatown Beacon Center  
 Chinatown Community Development Center  
 Chinatown Merchants Association  
 Chinatown Public Health Center  
 Chinatown TRIP  
 Chinatown Youth Center  
 Chinatown/North Beach Childcare Center  
 Chinese Chamber of Commerce  
 Chinese Education Center  
 Chinese for Affirmative Action  
 Chinese Hospital  
 Chinese Newcomers Service Center  
 ClementinaSF  
 Coalition for San Francisco Neighborhoods  
 Coalition for Transit Justice  
 Coit Depression Preservationists  
 Cole Valley Improvement Association  
 College Hill Neighborhood Association  
 Community Design Center  
 Community Learning Center  
 Community Youth Center  
 Corbett Heights Neighbors  
 Country Acres Country Club  
 Cow Hollow Association  
 Crestlake Property Owners Association  
 Diamond Heights Community Meeting  
 Dogpatch Neighborhood Association  
 Dolores Heights Improvement Club  
 Donaldina Cameron House  
 Downtown Association of San Francisco  
 East Mission Improvement Association  
 Edgewood Neighborhood Association  
 Edgewood Park Center  
 Ella Hill Hutch  
 Excelsior District Improvement Association  
 Fisherman's Wharf Community Benefit District  
 Fisherman's Wharf Merchants Association  
 Fook Chong Hong Friendly Society  
 Francis Scott Key School  
 Friends of Noe Valley  
 Glen Park Association Town Hall  
 Golden Gate Breakfast Club  
 Golden Gate National Recreation Area  
 Golden Gate Valley Neighborhood Association  
 Goodwill Industry One Stop  
 Grace Evangelical Free Church  
 Grace Local Organizing Committee of the San Francisco Organizing Project (San FranciscoOP)  
 Green Street Neighbors  
 Growth & Learning Opportunities  
 Haight Ashbury Improvement Association  
 Haight Ashbury Neighborhood Council  
 Hayes Valley Neighborhood Association  
 Hip Sen Benevolent Association  
 Holy Name Church and School  
 Hoy Ping Benevolent Association  
 Inner Sunset Merchants Association  
 Inner Sunset Neighborhood Association  
 Irving Street Merchants  
 Japanese Chamber of Commerce  
 Japantown Taskforce  
 Judah Street/Ocean Beach Merchants and Professional Association  
 Ka Yin Benevolent Association  
 Kinship Support Network  
 La Playa Park  
 La Playa/SAFE  
 Laurel Village Merchants Association  
 L'Chaim Senior Center  
 LGBT Community Center  
 Liberty Hill Neighborhood Association  
 Lincoln Park Homeowners Association Incorporated (LPHA)  
 Lincoln Park Presbyterian Church Senior Center  
 Lombard Hill Improvement Association  
 Lower 24th Street Merchant and Neighborhood Association  
 Lower Polk Neighborhood Association  
 Lyon-Martin Women's Health Services  
 Maiden Lane Association  
 Marina Civic Improvement & Property Owners

Marina Cove Tenants Association  
 Marina Merchants Association  
 Marina Neighborhood Association  
 Market Street Railway  
 Mayor's Office of Neighborhood Services  
 Mayor's Office on Disability  
 Mayor's Disability Council  
 Mid Polk Neighborhood Association  
 Mid-Sunset Neighborhood Association  
 Mission Bay CAC  
 Mission Dolores Neighborhood Association  
 Mission Hiring Hall  
 Mission Merchants Association  
 Mission Small Business Association  
 Moscone Temple  
 Mount Olympus Neighbors Association  
 Neighbors of Ardenwood  
 New Mission Terrace Improvement Association  
 Ninth Avenue Neighbors  
 Nob Hill Association  
 Nob Hill Neighbors  
 Noriega-Lawton Street Merchants Association  
 North Beach Chamber of Commerce  
 North Beach Neighbors  
 North East Medical Services (NEMS)  
 North of Panhandle Neighborhood Association (NOPA)  
 North Point Neighborhood Association  
 Ocean Beach Neighbors  
 OMI Neighbors In Action  
 On Lok Senior Health Services  
 Outer Mission Merchants and Residents Association  
 Pacific Avenue Neighborhood Association (PANA)  
 Pedestrian Safety Advisory Committee  
 Ping Yuen Residents Improvement Association  
 Planning Association for the Richmond (PAR)  
 Polk Street Merchants Association  
 Portola Neighborhood Steering Committee  
 Positive Resource Center  
 Potrero Hill Boosters  
 POWER  
 Presidio Trust  
 Presidio YMCA  
 Renew SF  
 Rescue Muni  
 Richmond Democratic Club  
 Richmond District Advisory Council  
 Richmond District Afterschool Collaborative  
 Richmond District Neighborhood Center  
 Richmond District YMCA  
 Richmond Neighborhood Center  
 Richmond Village Beacon Center  
 Russian Hill Neighbors  
 Safety Network  
 Sam Yup Benevolent Association  
 San Francisco African American Chamber of Commerce  
 San Francisco Beautiful  
 San Francisco Bicycle Coalition  
 San Francisco Conservation Corps  
 San Francisco Food Bank  
 San Francisco Hispanic Chamber of Commerce  
 San Francisco Neighborhood Network  
 San Francisco Neighbors Association (San FranciscoNA)  
 San Francisco Organizing Project (SFOP)  
 San Francisco Surf Riders Foundation  
 San Francisco Tenants Union  
 San Jose/Guerrero Coalition  
 SanchezProsper Community Association  
 Senior Action Network  
 San Francisco Chamber of Commerce  
 San Francisco League of Conservation Voters  
 San Francisco Transit Riders Union  
 San Francisco Young Democrats  
 SFCTA Citizens Advisory Committee  
 Sierra Club  
 Small Business Commission  
 South of Market Employment Center  
 South Sunset Senior Center  
 Southeast Community Facility  
 Southwestern Neighborhood Improvement Group  
 SPUR  
 St. Anne of Sunset  
 St. Cecilia's Sewing and Art Club/Collins Center  
 St. Francis Lutheran Church Senior Center  
 Stonestown YMCA  
 Sunnysdale Boys and Girls Club  
 Sunnysdale Residents' Association  
 Sunnyside Neighborhood Association  
 Sunset District Neighborhood Coalition  
 Sunset Heights Association of Responsible People (SHARP)  
 Sunset Neighborhood Beacon Center  
 Sunset Recreation Center  
 Sunset Senior Center  
 Sunset Youth Services  
 Sunset-Parkside Education and Action Committee (SPEAK)  
 Telegraph Hill Dwellers  
 Tenderloin Housing Clinic  
 Third Baptist Church  
 Tzu Chi Foundation  
 Union Square Merchants Association  
 Upper Noe Neighbors  
 Valencia Corridor Merchants Association  
 Vicente Square Park Neighborhood Association  
 Visitacion Valley Beacon Center  
 Visitacion Valley Boys and Girls Club  
 Visitacion Valley Community Center

Visitacion Valley Community Development Corporation  
Visitacion Valley Merchants Association  
Visitacion Valley Planning Alliance  
Visitacion Valley Task Force  
Walk SF  
West Portal Avenue Association  
West Sunset Playground  
Western Addition Beacon Center

Western Addition CAC  
Western SoMa Citizens Task Force  
Westside Neighbors to End Homelessness  
Westwood Highlands Association  
Young Community Developers  
Young Ladies Institute  
Youth Commission

## APPENDIX 2: CBO LEP FOCUS GROUPS/LEADERSHIP SURVEYS

Agency	Address
<b>Leadership Interview – Focus Group CBOs</b>	
Cameron House (Chinese)	920 Sacramento St (Yulanda Kwong)
Chinatown Community Development Center (CCDC) (Chinese)	Bayside Elderly Housing 777 Broadway (Cathie Lam, Director)
Russian-American Community Services (Russian)	300 Anza St. (Olga Medvedko, Director)
Asian Pacific American Community Center (Chinese)	2442 Bayshore Blvd (Selina Lee, Executive Director)
Vietnamese Community Center	766 Geary (Thuy Doan)
Mission Neighborhood Center (Spanish – 2 sessions)	362 Capp Street (Maria Bermudez, Director)
Veterans Equity Center (Filipino)	1010 Mission Street (Luisa M. Antonio Executive Director)
Jewish Family and Children’s Services (Russian)	2150 Post Street (Masha Gutkin)
<b>Leadership Interviews – Additional CBOs</b>	
Korean Community Center	765 Buchanan St. (Mi Kim)
San Francisco Institute of English	3301 Balboa St. (Anna Toth Mulway)
Bayview Multi-Purpose Senior Center	1250 La Salle Ave. (Kathy Davis)
South of Market Health Center	229 7 <sup>th</sup> St. (Charles Range, Director)
Southeast Asian Community Center	875 O’Farrell St. (Philip Nguyen)
Renaissance Entrepreneurship Center	275 5th St.
Hunters Point Family	1800 Oakdale Ave. (Lena Miller)
Neighborhood Jobs Initiative	1323 Evans (Angelo King)
Chinese for Affirmative Action	17 Walter U. Lum Place (Jenny Lam, Director)



## APPENDIX C: SUMMARY OF MAJOR PUBLIC PARTICIPATION ACTIVITIES

The Transportation Authority employs various methods to encourage public participation and to inform and include low-income, minority and LEP communities in major transportation decisions. Below are examples of some of the major public outreach and public involvement activities that have occurred in 2015.

**Potrero Hill Neighborhood Transportation Plan (NTP):** The Transportation Authority is leading this community-based transportation plan funded by grants from the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) intended to fund planning efforts in Communities of Concern. In March 2015, the project team conducted a final round of outreach, gathering input on potential designs for pedestrian safety improvements at five intersections throughout the Potrero Terrace and Annex housing sites. The final report was approved by the Board in June 2015. In addition, funding for the two sets of pedestrian improvement projects (those mentioned above as well as a lighting project along the back of the Potrero Hill Recreation Center) has been fully identified. The San Francisco Planning Department – through the SFMTA – will deliver the intersection parklet/stoplet treatments, and the San Francisco Recreation and Parks Department will implement the lighting project. For more information, please visit [www.sfcta.org/potrero](http://www.sfcta.org/potrero).

**Geneva-Harney Bus Rapid Transit Feasibility Study:** The Geneva-Harney BRT team has been tabling at farmers markets, presenting at neighborhood association meetings, and holding community workshops in San Francisco and San Mateo Counties to share planning updates and recommendations. This outreach round responded to feedback heard in previous rounds and included direct mail, multi-lingual gatherings, and on-foot outreach to corridor businesses, as well as some new outreach tools, including event postings on NextDoor. Along with study partners at the SFMTA and Daly City Department of Public Works, the Geneva BRT team finalized the study report and obtained Board approval in July 2015. More information is available on the project's website at <http://www.sfcta.org/geneva-harney-bus-rapid-transit-feasibility-study>.

**Plan Bay Area 2040:** In May 2015, the MTC and the Association of Bay Area Governments hosted an open house in San Francisco as part of an initial round of outreach to kick off the update of Plan Bay Area, the regional transportation plan/sustainable communities' strategy. Staff used this opportunity to share with the public the relationship between the San Francisco Transportation Plan and Plan Bay Area, and discussed the process for updating San Francisco's Plan Bay Area 2040 project list. During 2015, staff worked closely with partner agencies to update existing projects and select new ones to include in the plan, and members of the public submitted project ideas through the web form at [www.sfcta.org/rtp](http://www.sfcta.org/rtp) or by phone. Plan Bay Area 2040 was presented at the June 2015 Plans and Programs Committee and Citizens Advisory Committee meetings and the final project list was approved by the Board in October 2015.

**Chinatown Neighborhood Transportation Plan (NTP):** The Chinatown NTP final report was approved by the Board in July 2015. The report provides pedestrian safety improvement concepts for two high pedestrian injury corridors in Chinatown: Broadway and Kearny Street. The recommendations for Kearny Street will be further refined and developed by the SFMTA and the Planning Department as part of a larger study expected to begin in summer 2016. To support that work, the Transportation Authority and SFMTA held meetings with community members representing key stakeholder organizations in Chinatown, including the Chinatown Transportation Research and Improvement Project, the Chinese Newcomer's Service



Center, the Chinatown Neighborhood Association, and others. The interviews focused on identifying community perspectives and concerns to be addressed during the next phase of study.

**Treasure Island Mobility Management Program:** In November 2015, the Transportation Authority partnered with the Treasure Island Development Authority (TIDA) on a series of community outreach events in support of the Treasure Island transportation improvement program. The events included several resident focus groups organized by the Treasure Island Homeless Development Initiative; focus groups with Treasure Island businesses; and open houses. The purpose of the outreach was to share ideas for transportation policy adjustments based on feedback from the summer's stakeholder and Board outreach. Information on the time and location of outreach events is posted to [www.timma.org](http://www.timma.org).

**Geary Corridor Bus Rapid Transit Project:** The November 5 public comment meeting was a productive event, with over 120 attendees submitting more than 90 comments via written card or court-reporter dictation service. The public comment period on the Geary Draft Environmental Impact Statement /Environmental Impact Report concluded on November 30, closing an extensive outreach effort to solicit comments that began with release of the document on October 2. Over 300 comment submissions were received, and the project team has begun the process of reviewing and responding to them. The project team has also reached out to community groups and stakeholders that submitted comments regarding location-specific project design and implementation details in order to better understand all perspectives and seek potential solutions to issues identified. Members of the joint Transportation Authority/SFMTA project team held a meeting in Japantown to discuss concerns related to project proposals in that neighborhood, and are scheduling meetings with the business community as well. In addition, nearly 6,000 people have used the digital viewfinder devices known as OWLs at 17th Avenue and Webster Street to view images of the proposed improvements. Over 1,000 responses were received to a survey administered through the devices, approximately 75% of which expressed positive views about the proposed project. The Final Environmental Document, including all comments received and responses, is scheduled to be released in summer 2016, after which there will be a publicly noticed action item to the Transportation Authority and SFMTA Boards to complete the environmental and approval and project selection process. For more information please visit the Geary BRT website at [www.sfcta.org/gearybrt](http://www.sfcta.org/gearybrt).





# Memorandum

**Date:** 05.19.16 **RE:** Citizens Advisory Committee  
May 25, 2016

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$835,000 and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority contracts with City and County of San Francisco (City) departments and outside firms for certain specialized professional services in areas where factors like costs, work volume, or the degree of specialization required would not justify the use of in-house staff. As summarized in Attachment 1, we are recommending renewing annual contracts for general legal counsel, video production services for Transportation Authority Board and Committee meetings, and exercising contract options for on-call strategic communications, media and community relations professional services, vehicle level of service and transit speed monitoring consulting services for the Congestion Management Program update for Fiscal Year 2016/17, on-call modeling and technology services, and computer network and maintenance services, in an amount not to exceed \$835,000.

## BACKGROUND

The Transportation Authority manages administrative costs through successful contract negotiations and through the transfer of certain routine professional service tasks to in-house staff. The Transportation Authority annually contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include general legal counsel, video production services for Transportation Authority Board and Committee meetings, and on-call strategic communications, media and community relations professional services, vehicle level of service and transit speed monitoring consulting services for the Congestion Management Program update for Fiscal Year 2016/17, on-call modeling and technology services, and computer network and maintenance services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

## DISCUSSION

The purpose of this memorandum is to brief the Citizens Advisory Committee (CAC) on the annual contract renewals and options for Fiscal Year (FY) 2016/17.

Attachment A provides summary information for the proposed contracts for FY 2016/17. Below are brief descriptions of the recommended services and amounts.

Office of the City Attorney.....\$100,000

The Office of the City Attorney (City Attorney) provides verbal and written legal representation, advice and counsel on matters related to the routine operations of the Transportation Authority, contracts and interagency agreements, labor matters, Brown Act, and California Public Records Act. The Transportation Authority also utilizes the City Attorney for litigation activities when appropriate.

**Department of Technology ..... \$50,000**

The Department of Technology records and telecasts all Transportation Authority Board and Committee meetings held at City Hall with a regularly scheduled playback date and time for public review. In FY 2016/17, we will continue to utilize the Department of Technology to provide record and telecast services of Vision Zero Committee (established in February 2014 through Resolution 14-58) meetings to support the City’s efforts to take comprehensive and coordinated actions to improve pedestrian and cyclist safety in the near-term and of the Treasure Island Mobility Management Agency (TIMMA) (established in February 2014 through Resolution 14-53) meetings to implement elements of the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project.

**Barbary Coast Consulting and Davis & Associates Communications, Inc. .... \$175,000**

The Transportation Authority has regular needs to communicate with the public, the media, policymakers, and key stakeholders in partner agencies and the private and non-profit sectors on a wide range of agency and project-specific matters. In February 2014, through Resolution 14-54 and based on the results of a competitive process, the Transportation Authority awarded three-year consultant contracts, with options to extend for two additional one year periods, to Barbary Coast Consulting and Davis & Associates Communications, Inc., in a combined total not to exceed \$525,000, for on-call strategic communications, media and community relations professional services. Since then, the consultant teams have provided development support of an agency-wide communications strategy, ongoing agency-wide external communications, as well as project-specific outreach and communications, including Quint-Jerrold Connector Road, Geneva-Harney BRT Feasibility Study, Chinatown Neighborhood Transportation Plan, and the Long Range Transportation Planning Program. In addition, to accompany the public release of the Geary Corridor Bus Rapid Transit (BRT) Draft Environmental Impact Statement/Draft Environmental Impact Report, the Transportation Authority requested the consultants to conduct extensive outreach, community engagement, and assist in responding to public comments that was beyond what was originally anticipated. Furthermore, the consultants are providing assistance with strategic communications, marketing, and branding services related to the development of the BART Travel Incentives Pilot Program, which is partially funded by a federal grant recently awarded to the Transportation Authority.

For the upcoming year, we forecast continuous need for assistance with strategic communications, media relations and outreach related to Geary Corridor BRT Environmental Analysis, TIMMA, BART Travel Incentives Program, among others. The proposed action will exercise the first of two options of the initial contract and maintain the annual contract amount.

**Iteris, Inc. .... \$110,000**

As the Congestion Management Agency (CMA), and in accordance with state Congestion Management Program (CMP) legislation, the Transportation Authority monitors the CMP roadway network for automobile Level of Service (LOS) on a biennial basis. In addition, the Transportation Authority monitors transit speeds and tabulates readily available existing data related to pedestrians and bicycles as measures of multimodal system performance. In December 2012, through Resolution 13-18 and based on the

results of a competitive process, the Transportation Authority awarded an 18-month consultant contract, with options to extend for two additional two-year terms, to Iteris, Inc. in an amount not to exceed \$130,000 for vehicle LOS and transit speed monitoring as part of the 2013 CMP effort update. In June 2014, through Resolution 14-82, the Transportation Authority exercised the first one-year option of the consultant contract with Iteris and increased the contract amount by \$110,000, for a total amount not to exceed \$240,000. In December 2015, through Resolution 16-29, the Transportation Authority adopted the 2015 San Francisco CMP and issued an official finding that the City is in conformance with the CMP. During FY 2016/17, Iteris will begin the 2017 CMP effort update. The proposed action will exercise the second and final option of the contract and maintain the annual contract amount.

**Parsons Brinckerhoff, Inc. .... \$200,000**

As the Congestion Management Agency (CMA) for San Francisco, travel demand forecasting and scenario testing using the Transportation Authority's "SF-CHAMP" travel model has been an integral part of the Transportation Authority's CMA duties, and will be an integral part of the San Francisco Transportation Plan including carbon emissions and parking considerations. SF-CHAMP is also the primary analysis tool authorized by the Federal Transit Administration (FTA) for San Francisco's three major transit expansion projects: Central Subway, Van Ness Avenue Bus Rapid Transit (BRT), and Geary Corridor BRT.

In April 2012, through Resolution 12-59 and based on the results of a competitive process, the Transportation Authority awarded a two-year consultant contract to Parsons Brinckerhoff, Inc. with an option to extend for an additional one year period, in an amount not to exceed \$400,000, to provide on-call modeling and technology services. Since then, the consultant team has provided modeling and technical support on Geary Corridor BRT, TIMMA revenue forecasting, San Francisco Parking and Pricing Regulation Study, BART Travel Incentives Program, and implementing enhancements to the SF-CHAMP model components. Anticipated activities in FY 2016/17 include continuous efforts to generate Treasure Island weekend and special event forecasts, update TIMMA revenue forecasts, advance SF-CHAMP capabilities and analyze transit and pricing alternatives using dynamic network modeling tools. The proposed action will exercise the first and final contract option to the initial contract and maintain annual contract amount.

**SPTJ Consulting ..... \$200,000**

The Transportation Authority depends on computers, telecommunications, and internet access for its daily activities. The small staff size of the Transportation Authority does not yet warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority offices on an as-needed basis. In October 2014, through Resolution 15-11 and based on the results of a competitive process, the Transportation Authority awarded a three-year consultant contract with two additional one-year extension options to SPTJ Consulting, in an amount to exceed \$550,000, for computer network and maintenance services. In addition to maintenance and ongoing tasks, SPTJ Consulting has been instrumental in the development of a secure and robust hardware and database setup, providing server updates, system maintenance, and security management for the Transportation Authority's Enterprise Resource Planning (ERP) software, Microsoft Dynamics AX. In addition, the team is continuously providing operating system and software updates, and file server and backup system upgrades. Furthermore, the team helped with the implementation of advanced reporting functions and increased office hours on site in order to be more responsive to staff requests. During FY 2016/17, SPTJ Consulting will continue to provide similar maintenance and ongoing tasks in addition to several larger system upgrade tasks. We are proposing a

larger contract amount due to the complexity of the ERP software and the increase of office hours on site.. The proposed action will exercise the first of two options of the initial contract.

### **ALTERNATIVES**

1. Adopt a motion of support to execute annual contract renewals and options for various annual professional services in an amount not to exceed \$835,000 and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support to execute annual contract renewals and options for various annual professional services in an amount not to exceed \$835,000 and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

Sufficient funds have been identified for these contracts in the proposed FY 2016/17 work program and budget. The proposed contracts will be funded by a combination of federal and state grants, funding from other agencies through memoranda of agreement, and Prop K funds.

### **RECOMMENDATION**

Adopt a motion of support to execute annual contract renewals and options for various annual professional services in an amount not to exceed \$835,000 and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Proposed Fiscal Year 2016/17 Professional Services Expenditures

**Attachment 1:  
Proposed Fiscal Year 2016/17 Professional Services Expenditures**

Professional Services	Annual Services	Previous Year Contract	Increase/ (Decrease)	Proposed Fiscal Year 2016/17 Contract	Procurement Type/Contract Options	Contract Goal	Utilization to Date
CCSF-Office of the City Attorney	General Counsel Services	\$ 100,000	-	\$ 100,000	Sole Source	N/A	N/A
CCSF-Department of Technology	Video Production Services for Transportation Authority Committee and Board Meetings	\$ 50,000	-	\$ 50,000	Sole Source	N/A	N/A
Barbary Coast Consulting and Davis & Associates Communications, Inc.	On-call Strategic Communications, Media and Community Relations	\$175,000	-	\$175,000	Competitively bid. First of two renewal options.	17% DBE	23% DBE
Iteris, Inc.	Vehicle LOS and Transit Speed Monitoring Services for Congestion Management Program Update	\$110,000	-	\$110,000	Competitively bid. Second of two renewal options.	9% DBE	27% DBE
Parsons Brinckerhoff, Inc.	On-call Modeling and Technology Services	\$200,000	-	\$200,000	Competitively bid. First and final renewal option.	9% UDBE <sup>1</sup>	2% UDBE <sup>2</sup>
SPTJ Consulting, Inc.	Computer Network and Maintenance Services	\$183,333	\$16,667	\$200,000	Competitively bid. First of two renewal options.	25% DBE/LBE/SBE	90% DBE/LBE
	<b>Total</b>	<b>\$818,333</b>	<b>\$16,667</b>	<b>\$835,000</b>			

<sup>1</sup> An Under-utilized Disadvantaged Business Enterprise (UDBE) is a firm that meets the definition of a DBE as specified in 49 CFR 26 and is in one of the following four underutilized disadvantaged groups: Black American, Asian-Pacific American, Women, and Native American. As directed by the Federal Highway Administration and the California Department of Transportation, federal-aid contracts advertised on or before June 15, 2012 contain UDBE participation goals. Federal-aid contracts advertised after June 15, 2012 will contain DBE participation goals.

<sup>2</sup> UDBE participation has been lower than anticipated for this contract because the UDBE firm under the on-call contract does not possess the required technical expertise needed to complete the task assignments so far. If the proposed contract option is approved, the prime consultant has committed to achieve the UDBE goal by assigning traffic-related tasks to the contracted UDBE firm and data analysis tasks to another UDBE firm, Transportation Analytics, which was recently added to the contract.



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# Memorandum

**Date:** 05.20.16 **RE:** Citizens Advisory Committee  
May 25, 2016

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for Programming \$360,000 in Supplemental Regional Safe Routes to School (SR2S) Funds to San Francisco Department of Public Health’s SR2S Program, and Reprogramming \$52,251 in One Bay Area Grant Funds and \$548,388 in Congestion Management Agency Block Grant Funds to San Francisco Public Works’ Second Street Improvement Project

## Summary

The purpose of this memorandum is to seek a motion of support for some programming changes related to two Cycle 1 One Bay Area Grant (OBAG) projects. In June 2013, as Congestion Management Agency (CMA) for San Francisco, the Transportation Authority Board programmed \$1.439 million in Regional Safe Routes to School (SR2S) funds to the San Francisco Department of Public Health’s (SFDPH’s) SR2S Program and \$35 million in Cycle 1 OBAG block grant funds to seven projects, including San Francisco Public Works’ (SFPW’s) Second Street Improvement Project. Since then, the Metropolitan Transportation Commission extended Cycle 1 OBAG by 1 year and, as a result, generated supplemental funds for the Regional SR2S program. We are proposing to program San Francisco’s modest share (\$360,000) of these funds to expand SFDPH’s SR2S Program, particularly the communication, coordination, outreach, and evaluation efforts. The second recommended action is to reprogram unneeded funds from the ER Taylor SR2S (\$52,251 in Cycle 1 OBAG) and the Folsom Streetscape Improvement (\$548,388 in CMA Block Grant funds, the predecessor to OBAG) projects to SFPW’s Second Street project. The Second Street project has experienced cost increases due to the rising cost of construction since the project was originally funded in 2013, and the community’s request for the inclusion of pedestrian lighting.

## BACKGROUND

In June 2013, as Congestion Management Agency (CMA) for San Francisco, the Transportation Authority Board programmed \$1.439 million in Regional Safe Routes to School (SR2S) funds to the San Francisco Department of Public Health’s (SFDPH’s) SR2S Program and \$35 million in One Bay Area Grant (OBAG) Cycle 1 funds to seven competitively selected projects, including San Francisco Public Works’ (SFPW’s) Second Street Improvement Project (see Attachment 1 for the project descriptions and subsequent amendments).

Since then, the Metropolitan Transportation Commission (MTC) has added one more fiscal year to Cycle 1 OBAG, making \$5 million in supplemental funds available for the Regional SR2S program for the extended year. San Francisco’s share of the supplemental Regional SR2S program funds is a modest \$360,000, which the Transportation Authority is charged with programming.

SFPW has completed ER Taylor SR2S and Folsom Streetscape Improvement projects and identified

\$52,251 in the Cycle 1 OBAG County Program funds and \$548,388 in the CMA Block Grant Program (predecessor to the OBAG County Program) funds, respectively, that can be reprogrammed to another OBAG project.

## DISCUSSION

The purpose of this memorandum is to seek a motion of support for programming \$360,000 in supplemental Regional SR2S funds to SFDPH's SR2S Program, and reprogramming \$52,251 in Cycle 1 OBAG funds and \$548,388 in CMA Block Grant funds to SFPW's Second Street project to help cover cost increases. Additional details on both sets of recommended programming actions are provided below.

**San Francisco SR2S Program:** The originally programmed Cycle 2 Regional SR2S funds (\$1.439 million) enabled the San Francisco SR2S Program to expand from 15 elementary schools to 40 schools, including 35 elementary schools, 3 middle schools, and 2 high schools; conduct bilingual outreach to educate and organize parents; offer pedestrian and bicycle safety education during assemblies and school events; and develop and distribute transportation demand management toolkits.

As the lead agency of San Francisco SR2S Coalition (comprised of the San Francisco Unified School District (SFUSD), City agencies, and non-profits), SFDPH proposes using San Francisco's share (\$360,000) of MTC's supplemental SR2S funds to expand communication, coordination, outreach, and evaluation efforts, such as:

- Fully fund an outreach worker at SFUSD to pilot the concept of establishing Neighborhood Hubs to coordinate trips among multiple schools;
- Expand hands-on bike education to middle and high schools;
- Expand the use of social media and website for information sharing key dates and events;
- Ensure all surveys and toolkits are available in all languages and in a hard copy format (not just digitally);
- Evaluate and document lessons learned and develop case studies during summer recess;
- Accommodate unanticipated cost increases, including changes to fringe benefit rates.

SFDPH has received Active Transportation Program (ATP) funds to supplement and extend its SR2S program but has not secured funds beyond summer 2019. See Attachment 2-1 through 2-3 for more detailed program information, a proposed budget, and the ATP-funded scope summary.

**Second Street Improvement:** The Second Street project has recently received federal environmental clearance and is finalizing the federal authorization process prior to advertising the construction contract. SFPW has added pedestrian lighting as an alternate bid item to accommodate a community request, which turned out to be more expensive than usual due to the presence of sub-sidewalk basements. SFPW also updated the bid prices with the most recent data, which reflected the rising cost of construction.

SFPW proposes reprogramming \$52,251 from ER Taylor SR2S and \$548,388 from the Folsom Streetscape project to partially cover the cost increase and is working to identify other funding sources to fully fund pedestrian lighting. SFPW plans on advertising the Second Street construction contract by July 2016 and awarding it by the end of this year. SFPW's Prop K allocation request for the Second Street project, which is subject of a separate agenda item, provides more detail on the project scope, schedule, and funding plan.

If approved by the Transportation Authority Board, the proposed SR2S programming and OBAG reprogramming actions would then be subject to approval by MTC.



**ALTERNATIVES**

1. Adopt a motion of support for programming \$360,000 in supplemental Regional SR2S funds to SFDPH's SR2S Program, and reprogramming \$52,251 in Cycle 1 OBAG funds and \$548,388 in CMA Block Grant funds to SFPW's Second Street project, as requested.
2. Adopt a motion of support for programming \$360,000 in supplemental Regional SR2S funds to SFDPH's SR2S Program, and reprogramming \$52,251 in Cycle 1 OBAG funds and \$548,388 in CMA Block Grant funds to SFPW's Second Street project, with modifications.
3. Defer action, pending additional information or further staff analysis.

**FINANCIAL IMPACTS**

There is no financial impact to the Transportation Authority's adopted FY 2015/16 budget from the requested action.

**RECOMMENDATION**

Adopt a motion of support for programming \$360,000 in supplemental Regional SR2S funds to SFDPH's SR2S Program, and reprogramming \$52,251 in Cycle 1 OBAG funds and \$548,388 in CMA Block Grant Program funds to SFPW's Second Street project.

Attachments (2):

1. Cycle 1 OBAG Project List
2. San Francisco SR2S – Fact Sheet, Proposed Budget Change, and ATP-funded Scope Summary

**Attachment 1**  
**One Bay Area Grant (OBAG) Cycle 1 Project**  
**List May 2016**

Project Name (Sponsor)	Description	Construction Start	Open for Use	Total Project Cost	OBAG Funds as Last Amended	Proposed Change
Chinatown Broadway Street Design (San Francisco Public Works (SFPW))	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including bulb-outs, special crosswalk paving, new medians, street trees, bus stop improvements, and repaving.  Construction contract is planned for award by July 2016.	July 2016	July 2017	\$7,102,487	\$3,477,802	\$3,477,802 <sup>1,3</sup>
ER Taylor Elementary School Safe Routes to School (SFPW)	Design and construct four pedestrian bulb outs at the intersection of Bacon and Gottingen near ER Taylor Elementary School to improve pedestrian safety.  The project is open for use.	June 2015	November 2015	\$604,573	\$452,366	\$400,115 <sup>3,4</sup>
Longfellow Elementary School Safe Routes to School (SFPW)	Design and construct pedestrian safety improvements at the intersections of Mission & Whittier, Mission & Whipple, and Mission & Lowell near Longfellow Elementary School.  The project is open for use.	October 2015	March 2016	\$852,855	\$670,307	\$670,307
Mansell Corridor Improvement (San Francisco Municipal Transportation Agency (SFMTA))	Design and construct of a complete streets project on Mansell Street from Visitacion Avenue to Brazil Street including reduction in number of vehicular lanes and creating a multiuse path for pedestrians and bicyclists.  Construction is in progress.	November 2015	September 2016	\$6,807,348	\$1,762,239	\$1,762,239
Masonic Avenue Complete Streets (SFMTA)	Construct complete streets improvements on Masonic Avenue from Fell to Geary, including reallocation of space to calm traffic, dedicated bicycle space (raised cycle track), and pedestrian enhancements.  Construction contract was awarded in February 2016.	June 2016	November 2017	\$22,785,900	\$0	\$0 <sup>2</sup>
Second Street Streetscape Improvement (SFPW)	Design and construct of a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle track, landscaping, and repaving.  Construction contract is planned for advertisement by July 2016.	December 2016	June 2018	\$15,415,115	\$10,515,746	\$10,567,997 <sup>4</sup>
Transbay Transit Center Bike and Pedestrian Improvements (Transbay Joint Powers Authority)	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including a pedestrian walkway, sidewalks, path-finding signage, real time passenger information, bike racks and channels, pedestrian lighting, and public art.  OBAG work will be implemented as part of various construction contracts for the Transbay Transit Center project.	July 2015	December 2017	\$11,480,440	\$6,000,000	\$6,000,000
Light Rail Vehicle (LRV) Procurement (SFMTA)	Purchase 175 replacement LRVs and 25 expansion LRVs to help meet projected vehicle needs through 2020, including for the Central Subway.  The first new LRV is expected to roll out by the end of 2016.	September 2014 (procurement)	Through 2020	\$175,000,000	\$10,227,540	\$10,227,540 <sup>2</sup>
Lombard Street US-101 Corridor Improvement (SFPW)	Design and construct safety improvements along Lombard Street between Van Ness Avenue and Richardson Avenue, including curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks.  SFPW and SFMTA are committed to delivering this project prior to a Caltrans paving project in 2018.	January 2017	March 2018	\$17,465,000	\$1,910,000	\$1,910,000 <sup>1</sup>
<b>Total OBAG:</b>					<b>\$35,016,000</b>	<b>\$35,016,000</b>

**Attachment 1**  
**One Bay Area Grant (OBAG) Cycle 1 Project**  
**List May 2016**

<sup>1</sup> \$1.91 million in OBAG funds were swapped with SFMTA local revenue bond funds because the OBAG funds were unavailable when needed. In October 2015, the Transportation Authority Board reprogrammed the OBAG funds to SFPW's Lombard Street US-101 Corridor Improvement via 2016 Regional Transportation Improvement Program, as requested by SFMTA and SFPW.

<sup>2</sup> In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.

<sup>3</sup> On December 15, 2015, the Transportation Authority Board approved SFPW's request to reprogram \$67,265 cost savings from the recently completed ER Taylor SR2S to Chinatown Broadway, which has received a higher-than-anticipated bid to its original construction contract advertisement.

<sup>4</sup> [Pending Transportation Authority Board's approval on June 28, 2016] SFPW requests reprogramming additional \$51,215 from the completed ER Taylor SR2S to Second Street to cover the cost of the pedestrian lighting, which has been added per the community's request.



## San Francisco 2015-2016 Safe Routes to School Program

*Safer, healthier, more fun ways to get to and from school.*

[www.sfsaferoutes.org](http://www.sfsaferoutes.org)

### Participating Elementary Schools in 2015-2016

More than 50% of students at these schools live within one mile of their school.

Alamo	Dianne Feinstein	Rosa Parks
Alvarado	Bret Harte	George Peabody
Argonne	Glen Park	Paul Revere
Buena Vista Horace Mann	Grattan	SF Community
Bessie Carmichael	Jefferson	Sherman
George Washington Carver	Lafayette	Commodore Sloat
Cesar Chavez	Gordon Lau	Spring Valley
John Yehall Chin	Lawton	RL Stevenson
Chinese Immersion at de Avila	Longfellow	Sunnyside
Cleveland	Marshall	Sunset
El Dorado	Monroe	ER Taylor
Fairmount	Jean Parker	

### Participating Middle and High Schools in 2015-2016

Bessie Carmichael Middle School	Thurgood Marshall High School
Marina Middle School	Washington High School
Martin Luther King Jr Middle School	

**San Francisco Safe Routes to School Vision:** San Francisco is a healthy community where students and families safely walk, bike, take transit, and carpool to and from school.

### Program Goals:

- To promote health and educational opportunities by advancing sustainable modes of transportation and safer environments for the school commute;
- To increase pedestrian, bicycle and traffic safety around schools;
- To decrease traffic congestion around schools;
- To reduce childhood obesity by increasing number of children walking and biking to school; and
- To improve air quality, community safety, and community involvement around school.

### Safe Routes to School goals are achieved through the following strategies:

#### The FIVE E's

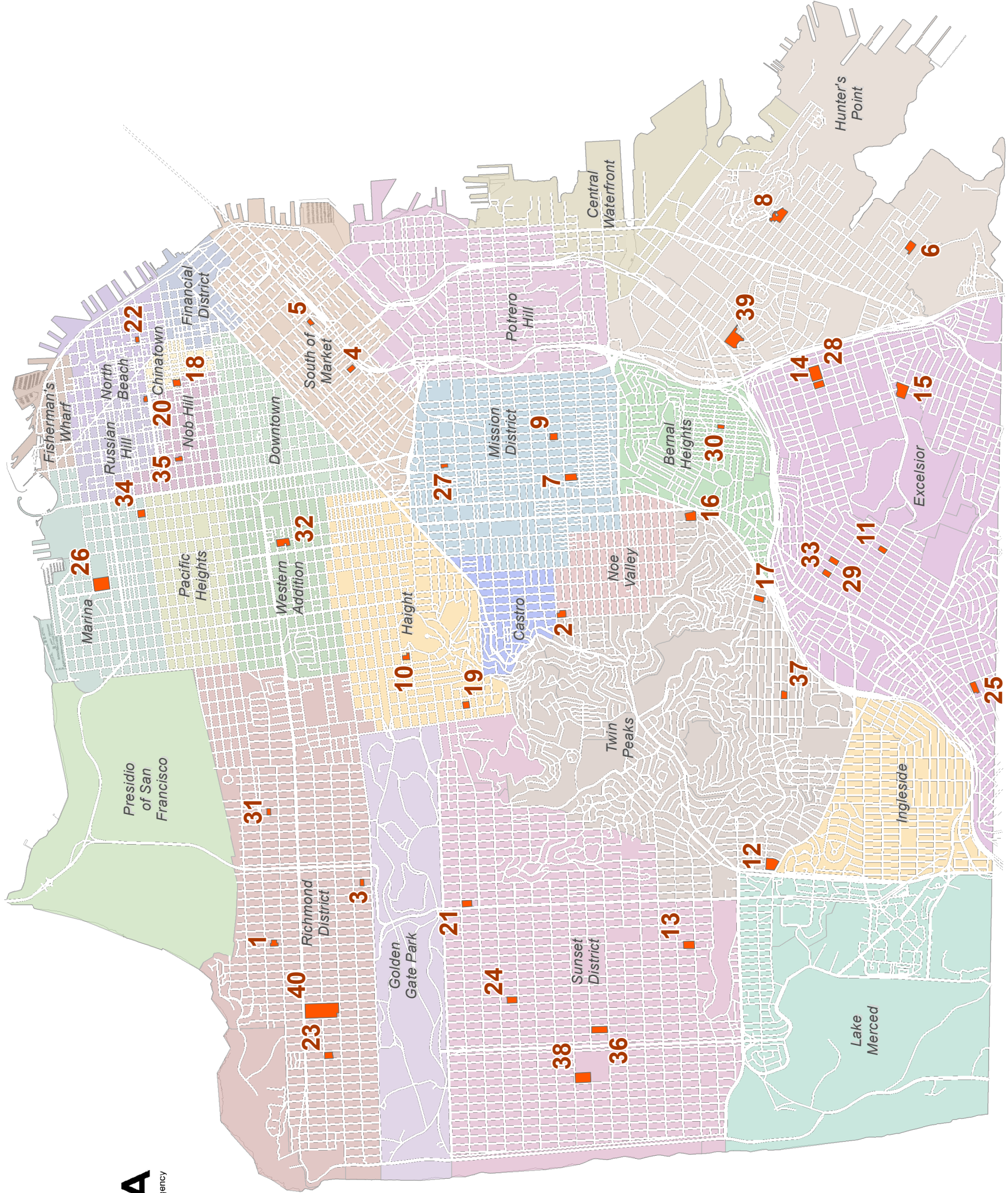
<b>Education</b>	School assemblies for elementary schools on pedestrian and bicycle safety
<b>Encouragement</b>	1) Organize Walk and Roll to School Day and San Francisco Bike to School Week 2) Train and organize parents to form regular walking school buses and bike trains
<b>Engineering</b>	Conduct walk and bike audits at schools
<b>Enforcement</b>	Enforce traffic laws around schools
<b>Evaluation</b>	Collect and analyze how school children get to and from school as well as parent surveys on knowledge and attitudes toward walking and biking

**Safe Routes to School Program Partners:** The Safe Routes to School Program is led by the SF Department of Public Health and supported by the Presidio YMCA, Shape Up SF, SF Bicycle Coalition; SF Department of Environment; the SF Municipal Transportation Agency; SF Police Department; SF Unified School District; and Walk SF.



# 2015-2016 San Francisco Safe Routes to School Program

No.	School
1	Alamo
2	Alvarado
3	Argonne
4	Bessie Carmichael Elementary
5	Bessie Carmichael Middle
6	Bret Harte
7	Buena Vista Horace Mann
8	Carver
9	Cesar Chavez
10	Chinese Immersion at De Avila
11	Cleveland
12	Commodore Sloat
13	Diane Feinstein
14	E.R. Taylor
15	El Dorado
16	Fairmount
17	Glen Park
18	Gordon Lau
19	Grattan
20	Jean Parker
21	Jefferson
22	John Yehall Chin
23	Lafayette
24	Lawton
25	Longfellow
26	Marina
27	Marshall
28	Martin Luther King Jr.
29	Monroe
30	Paul Revere
31	Peabody
32	Rosa Parks
33	SF Community
34	Sherman
35	Spring Valley
36	Stevenson
37	Sunnyside
38	Sunset
39	Thurgood Marshall
40	Washington </td



N  
 0 0.475 0.95 Miles  
 Participating Schools  
 Last modified: 5/19/16





**2015-1016 SAFE ROUTES TO SCHOOLS PROGRAM**  
**PARTICIPATING SCHOOLS BY SUPERVISORIAL DISTRICT**

**DISTRICT 1 | Eric Mar**

Alamo Elementary School  
 250 23rd Avenue, 8:40-2:40  
 Principal: Rosa Fong

Argonne Elementary School  
 680 18th Ave, 8:30-2:40  
 Principal: Cami Okubo

Lafayette Elementary School  
 4545 Anza Street, 7:50-1:50  
 Principal: Heath Caceres

George Peabody Elementary School  
 251 6th Avenue, 8:40-2:40  
 Principal: Willem Vroegh

Washington High School  
 599 30<sup>th</sup> Ave, 7:30-3:30  
 Principal: Ericka Lovrin

**DISTRICT 2 | Mark Farrell**

Sherman Elementary School  
 1651 Union Street, 7:50-1:50  
 Principal: Sara Shenkan-Rich

Marina Middle School  
 3500 Fillmore, 9:10-3:25  
 Principal: Joanna Fong

**DISTRICT 3 | Aaron Peskin**

John Yehall Chin Elementary School  
 350 Broadway Street, 9:25-3:35  
 Principal: Allen Lee

Gordon Lau Elementary School  
 950 Clay Street, 8:40-2:40  
 Principal: Nita Mok

Jean Parker Elementary School  
 840 Broadway Street, 8:40-2:40  
 Principal: Wesley Tang

Spring Valley Elementary School  
 1451 Jackson Street, 8:40-2:40  
 Principal: Marlene Callejas

**DISTRICT 4 | Katy Tang**

Dianne Feinstein Elementary School  
 2550 25th Avenue, 7:50-1:50  
 Principal: Michelle Chang

Jefferson Elementary School  
 1725 Irving Street, 8:40-2:40  
 Principal: Kimberly Adams

Lawton K-8 School  
 1570 31st Avenue, 8:55-3:30  
 Principal: Gina Ferrante

RL Stevenson Elementary School  
 2051 34th Avenue, 8:40-2:40  
 Principal: Diane Lau-Yee

Sunset Elementary School  
 1920 41st Avenue, 8:40-2:40  
 Principal: Sophie Lee

**DISTRICT 5 | London Breed**

Chinese Immersion at de Avila Elementary School  
 1250 Waller Street, 8:40-2:40  
 Principal: Rosina Tong

Grattan Elementary School  
 165 Grattan Street, 7:50-1:50  
 Principal: Matthew Reedy

Rosa Parks Elementary School  
 1501 O'Farrell Street, 7:50-1:50  
 Principal: Paul Jacobsen

**DISTRICT 6 | Jane Kim**

Bessie Carmichael Elementary School  
 375 7th Street, 8:40-2:40  
 Principal: Rehema Allen

Bessie Carmichael Middle School  
 824 Harrison St, 8:30-2:40  
 Principal: Rehema Allen



**2015-1016 SAFE ROUTES TO SCHOOLS PROGRAM**  
**PARTICIPATING SCHOOLS BY SUPERVISORIAL DISTRICT**

**DISTRICT 7 | Norman Yee**

Commodore Sloat Elementary School  
 50 Darien Way, 8:40-2:40  
 Principal: Greg John

Sunnyside Elementary School  
 250 Foerster Street, 8:40-2:40  
 Principal: Renee Marcy

**DISTRICT 8 | Scott Wiener**

Alvarado Elementary School  
 625 Douglas Street, 7:50-1:50  
 Principal: Jennifer Kuhr Butterfoss

Fairmount Elementary School  
 65 Chenery Street, 8:35-2:40  
 Principal: Luis Rodriguez

Glen Park Elementary School  
 151 Lippard Ave, 8:40-2:40  
 Principal: Jean C. Robertson

**DISTRICT 9 | David Campos**

Buena Vista Horace Mann K-8 School  
 3351 23rd Street, 9:30-3:45  
 Principal: Richard Zapien

Cesar Chavez Elementary School  
 825 Shotwell Street, 8:40-2:55  
 Principal: Catalina Rico

Marshall Elementary School  
 1575 15th Street, 8:40-2:40  
 Principal: Peter Avila

Paul Revere K-8 School  
 555 Tompkins Avenue, 7:50-1:50  
 Principal: Stacy-Ann Afflick

ER Taylor Elementary School  
 423 Burrows Street, 8:40-2:45  
 Principal: Barbara Berman

Martin Luther King Jr. Middle School  
 350 Girard St, 9:05-3:30  
 Principal: Michael Eissen

**DISTRICT 10 | Malia Cohen**

George Washington Carver Elementary School  
 1360 Oakdale Avenue, 8:30-2:40  
 Principal: Emmanuel S. Stewart

El Dorado Elementary School  
 70 Delta Street, 7:50-1:50  
 Principal: Silvia Cordero

Bret Harte Elementary School  
 1035 Gilman Avenue, 8:25-2:40  
 Principal: Jeremy Hilinski

Thurgood Marshall High School  
 45 Conkling St, 8:00-3:15  
 Principal: Martha Torres

**DISTRICT 11 | John Avalos**

Cleveland Elementary School  
 455 Athens Street, 9:30-3:30  
 Principal: Mark Sanchez

Longfellow Elementary School  
 755 Morse Street, 8:40-2:40  
 Principal: Carrie Betti

Monroe Elementary School  
 260 Madrid Street, 8:25-2:30  
 Principal: Jose Montano

SF Community K-8 School  
 125 Excelsior Ave, 9:15-3:30  
 Principal: Nora Houseman

Attachment 2-2. Cycle 2 San Francisco Safe Routes to School Program  
 Task Summary - Budget by Agency  
 Original Budget for 14-17

Task	Agency #1 San Francisco Department of Public Health	Agency #2 San Francisco Bicycle Coalition	Agency #3 Walk San Francisco	Agency #4 Presidio Ybike Program	Agency #5 SF Unified School District	Agency #6 SF Department of the Environment	Agency #5 SF Study Center - Fiscal intermediary fees, assemblies, and curricula	TOTAL
Task 1	SF SRTS grant management per federal transportation aid requirements \$ 158,512.00							\$ 158,512.00
Task 2	SFUSD school coordination and outreach				\$ 93,974.00			\$ 93,974.00
Task 3	Outreach team to provide targeted outreach, education, and encouragement	\$ 61,029.00	\$ 15,972.00					\$ 77,001.00
Task 4	Parent/guardian champions at participating schools	\$ 186,192.00	\$ 96,925.00					\$ 283,117.00
Task 5	In-school assemblies for elementary school						\$ 42,000.00	\$ 42,000.00
Task 6	Bicycle Rodeos at elementary schools			\$ 61,889.00				\$ 61,889.00
Task 7	Bike clubs for 3 middle schools			\$ 134,912.00				\$ 134,912.00
Task 8	Bike shop programs for 2 high schools			\$ 147,154.00				\$ 147,154.00
Task 9	Curriculum for classroom teachers and fiscal intermediary fees						\$ 198,351.00	\$ 198,351.00
Task 10	Regular walk and roll events	\$ 113,788.00	\$ 55,489.00					\$ 169,277.00
Task 12	Annual Walk and Roll to School Day in October	1664	\$ 40,087.00					\$ 41,751.00
Task 13	Annual spring SF SRTS celebration	34956	\$ 1,101.00					\$ 36,057.00
Task 14	Transportation demand management (TDM) toolkits					\$ 77,742.00		\$ 77,742.00
Task 15	Program Evaluation							\$ 103,701.00
	<b>TOTAL</b>	\$ 397,629.00	\$ 209,574.00	\$ 343,955.00	\$ 93,974.00	\$ 77,742.00	\$ 240,351.00	\$ 1,625,438.00



Attachment 2-2. Cycle 2 San Francisco Safe Routes to School Program  
 Task Summary - Budget by Agency  
 Additional funds for 16-17

Task	Agency #1 San Francisco Department of Public Health	Agency #2 San Francisco Bicycle Coalition	Agency #3 Walk San Francisco	Agency #4 Presidio Ybike Program	Agency #5 SF Unified School District	Agency #6 SF Department of the Environment	Agency #5 SF Study Center - Fiscal intermediary fees, assemblies, and curricula	TOTAL
Task 1	\$ 60,804.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,804.00
Task 2	\$ -	\$ -	\$ -	\$ -	\$ 87,280.00	\$ -	\$ -	\$ 87,280.00
Task 3	\$ -	\$ 24,925.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,925.00
Task 4	\$ -	\$ -	\$ 27,470.00	\$ -	\$ -	\$ -	\$ -	\$ 27,470.00
Task 5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,000.00	\$ 29,000.00
Task 6	\$ -	\$ -	\$ -	\$ 59,711.00	\$ -	\$ -	\$ -	\$ 59,711.00
Task 7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,898.00	\$ 27,898.00
Task 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 12	\$ -	\$ -	\$ 10,234.00	\$ -	\$ -	\$ -	\$ -	\$ 10,234.00
Task 13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000.00	\$ -	\$ 15,000.00
Task 15	\$ 2,678.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,678.00
<b>TOTAL</b>	\$ 63,482.00	\$ 24,925.00	\$ 37,704.00	\$ 59,711.00	\$ 87,280.00	\$ 15,000.00	\$ 71,898.00	\$ 360,000.00

Attachment 2-2. Cycle 2 San Francisco Safe Routes to School Program  
 Task Summary - Budget by Agency  
 Total budget 14-17

Task	Agency #1 San Francisco Department of Public Health	Agency #2 San Francisco Bicycle Coalition	Agency #3 Walk San Francisco	Agency #4 Presidio Ybike Program	Agency #5 SF Unified School District	Agency #6 SF Department of the Environment	Agency #5 SF Study Center - Fiscal intermediary fees, assemblies, and curricula	TOTAL
Task 1	SF SRTS grant management per federal transportation aid requirements	\$ 219,316.00						\$ 219,316.00
Task 2	SFUSD school coordination and outreach				\$ 181,254.00			\$ 181,254.00
Task 3	Outreach team to provide targeted outreach, education, and encouragement	\$ 85,954.00	\$ 15,972.00					\$ 101,926.00
Task 4	Parent/guardian champions at participating schools	\$ 186,192.00	\$ 124,395.00					\$ 310,587.00
Task 5	In-school assemblies for elementary school						\$ 71,000.00	\$ 71,000.00
Task 6	Bicycle Rodeos at elementary schools			\$ 121,600.00				\$ 121,600.00
Task 7	Bike clubs for 3 middle schools			\$ 134,912.00				\$ 134,912.00
Task 8	Bike shop programs for 2 high schools			\$ 147,154.00				\$ 147,154.00
Task 9	Curriculum for classroom teachers and fiscal intermediary fees						\$ 225,811.00	\$ 225,811.00
Task 10	Regular walk and roll events	\$ 113,788.00	\$ 55,489.00					\$ 169,277.00
Task 12	Annual Walk and Roll to School Day in October	1664	\$ 50,321.00					\$ 51,985.00
Task 13	Annual spring SF SRTS celebration	34956	\$ 1,101.00					\$ 36,057.00
Task 14	Transportation demand management (TDM) toolkits					\$ 92,742.00		\$ 92,742.00
Task 15	Program Evaluation	\$ 106,379.00						\$ 121,379.00
	<b>TOTAL</b>	\$ 325,095.00	\$ 422,554.00	\$ 247,278.00	\$ 403,666.00	\$ 92,742.00	\$ 311,811.00	\$ 1,985,000.00

(rounded)

## Attachment 2-3. Active Transportation Program-Funded Scope Summary

The overall purpose of the San Francisco Safe Routes to School (SF SRTS) program is to promote walking and biking to and from San Francisco schools. For school years 2014-2017, SF SRTS delivers an integrated set of services based on four of the five Es – Education, Encouragement, Engineering and Evaluation. SF SRTS currently works with 40 public schools total - 35 elementary, 3 middle and 2 high schools. SF SRTS has received additional funding from the Active Transportation Program, which as describes below:

**Active Transportation Program Cycle 1 – September 1, 2015 to August 31, 2017**

This funding would supplement current MTC Regional SRTS Cycle 2 funding. For 2015-2017 school years, SF SRTS will implement the following:

**Policy:** By 2017, SFUSD will adopt a new resolution supporting all modes of transportation to and from school, especially walking and biking. In addition, policies at each school supporting the implementation of the SRTS activities will be in place.

**Education:** Comprehensive tailored active transportation toolkits, targeted for 102 schools in the District will be developed, translated, and distributed in hard copies and online to all families in the district. Each school will get a toolkit including: area map around school, map of where attending students live, suggested walking, biking and transit routes (e.g. bike routes, transit stops, crossing guards, and carpooling information), and list of resources to increase safe walking and biking.

**Encouragement:** SF SRTS will work with a multilingual team of outreach workers at the SF Environment who will promote the active transportation toolkits to parents. They will identify strategies to reach parents and will promote resources to participate in active transportation.

**Enforcement:** SF Police Department to provide enforcement of motor vehicle laws near schools located on high injury corridors to increase safety, both real and perceived.

**Evaluation:** The program will be evaluated utilizing travel tallies, parent surveys and focus groups.

**Active Transportation Program Cycle 2 – September 1, 2017 to August 31, 2019**

This grant allows SF SRTS to implement new elements of our current program as outlined below:

- Expanding the focus on underserved communities, specifically schools with 75% or more of student population on free and reduced price meals;
- Creating SF SRTS neighborhood task forces, arranging schools by neighborhood for collective impact;
- Hosting neighborhood skills building, encouragement and outreach events;
- Integrate Safe Passage into SF SRTS neighborhood project;
- Launch City Street Investigators curricula in afterschool programs;
- Offer bike physical education at 4 middle and 2 high schools;
- Conduct walk and bike audits and 4 schools;
- Implement SRTS elements of SFUSD Wellness and Vision Zero Resolutions; and
- Evaluating program activities through student travel tallies and parent surveys.

Recently, CA Department of Transportation deemed that several items in the grant application were deemed ineligible for funding by the Active Transportation Program. SF SRTS has identified other funds for these items; thereby, MTC Regional Cycle 2 funds will not be used to cover this funding gap.



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**San Francisco County Transportation Authority  
May 2016**

**New Bills and Positions**

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

Additional detail on new bills are highlighted in the attached state legislative matrix.

<b>Recommended Positions</b>	<b>Bill # Author</b>	<b>Keywords and Comments</b>
Watch	<a href="#">AB 2088</a> <a href="#">Linder</a> R	Vehicles: hit-and-run accidents: pleas. Would require a 6-month suspension of driving privileges other than to and from work for any person who accepts a lesser charge of hit and run with property damage if the charge is a substitute for a charge of hit and run resulting in injury or death.
Watch	<a href="#">AB 2586</a> <a href="#">Gatto</a> D	Parking. This bill would make a series of changes to the way local governments manage and enforce parking laws and is billed as a "Parking Bill of Rights" to address a variety of parking-related activities, including allowing parking at inoperable meters and prohibiting valet services from preventing use of public metered spaces.
Watch	<a href="#">AB 2602</a> <a href="#">Gatto</a> D	Disabled parking placards. Intended to address disabled parking placard abuse, the bill creates a two-tiered disabled person parking system whereby only those persons with disabilities that severely limit mobility and dexterity may qualify for free and unlimited parking at metered spaces.
Oppose	<a href="#">ABX1 24</a> <a href="#">Levine</a> D	Bay Area Transportation Commission: election of commissioners. Would consolidate the Metropolitan Transportation Commission and the Bay Area Toll Authority into a new Bay Area Transportation Commission with a directly elected board of commissioners based on districts of about 750,000 residents each, except that a district with a toll bridge within the boundaries of the district would elect 2 commissioners.
Watch	<a href="#">SB 951</a> <a href="#">McGuire</a> D	Transportation: Golden State Patriot Passes Program. Would create a state program to provide free transit access for veterans with a pilot program of three transit operators.
Oppose	<a href="#">SB 986</a> <a href="#">Hill</a> D	Vehicles: right turn violations. Would reduce the penalty for right turn on red violations from \$100 to \$35. SFMTA staff recommends opposing consistent with Vision Zero. Previous position was watch.

**Total New Bills in Tracking: 5**

## San Francisco County Transportation Authority

May 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 new oppose positions on Assembly Bill First Extraordinary Session (ABX1) 24 (Levine) and Senate Bill (SB) 986 (Hill).

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 318</a> Amended: 6/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a> (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate 2 year	Watch	This bill establishes a pilot program, until, 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days.  LA Metro is sponsoring this bill because holding bicycles for 90 days is impractical and costly.
<a href="#">AB 516</a> Amended: 7/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Senate 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.

San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 620</a> Amended: 1/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. Would require 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.
<a href="#">AB 779</a> Amended: 8/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina D</a> (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate Appropriations	Support, Work with Author	Latest amendment eliminates level of service (LOS) as an element of a congestion management plan.
<a href="#">AB 828</a> Amended: 7/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a> (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 transportation network company (TNC) vehicles from "commercial vehicle" definition under certain conditions. The Metropolitan Transportation Commission (MTC) has adopted a support position on this bill.

San Francisco County Transportation Authority  
May 2016

Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 869</a> Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Cooper D</a> (Dist 9)</p>	<p>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.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).</p>
<p><a href="#">AB 1030</a> Amended: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Ridley-Thomas D</a> (Dist 54)</p>	<p>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.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>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.</p>



San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 1176</a> Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Perez D</a> (Dist 31)</p>	<p>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.</p>	<p>Senate Rules</p>	<p>Watch</p>	<p>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.</p>
<p><a href="#">AB 1360</a> Amended: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Ting D</a> (Dist 19)</p>	<p>Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>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 would be for a single passenger riding alone.  MTC has adopted a support position on this bill.</p>

## San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1364</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	California Transportation Commission. Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Transportation and Housing	Watch	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).
<a href="#">AB 1550</a> Amended: 4/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gomez D</a> (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. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.	Assembly Appropriations	Watch	Increases requirement from 10% to 25% of GGFRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low-income households.  We continue to work with the state to try and amend the DAC definition because it does not adequately reflect the disadvantaged communities of San Francisco.
<a href="#">AB 1555</a> Amended: 3/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gomez D</a> (Dist 51)	Greenhouse Gas Reduction Fund. Would appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund for the 2016-17 fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities.	Assembly Dead	New - Recommend Delete from Matrix	This bill is intended to be a vehicle for negotiating GGFRF funds expenditures left over from 2015.

San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 1569</a> Amended: 3/28/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Steinorth R</a> (Dist 40)</p>	<p>California Environmental Quality Act: 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.</p>	<p>Assembly Dead</p>	<p>New - Recommend Delete from Matrix</p>	<p>Would exempt minor road repair projects from CEQA if carried out within existing right-of-way.</p>
<p><a href="#">AB 1574</a> Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Chiu D</a> (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 Appropriations</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.  Amended to delay the effective date to 2018.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1591</a> Introduced: 1/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	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.	Assembly Transportation	Support	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.
<a href="#">AB 1592</a> Amended: 3/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bonilla D</a> (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 do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill contains other related provisions.	Senate Rules	Watch	MTC has adopted a support position on this bill.  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.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1641</a> Introduced: 1/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis</a> 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 AB 61 by same author to address the shuttle services' use of transit stops.  SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones.
<a href="#">AB 1659</a> Introduced: 1/13/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez D</a> (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 Dead	New – Recommend Delete from Matrix	This bill expands limited speed (15 mph) zone to 1/4 mile of a school.
<a href="#">AB 1677</a> Amended: 4/20/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol (CHP) to develop protocols, in consultation with representatives of local governments in jurisdictions where tour buses operate, for entering into memoranda of understanding with local governments to allow CHP, upon the request of the local government, to increase the number of the locally operating tour buses that are being inspected by the department. The bill would prohibit any inspection conducted pursuant to these provisions from being duplicative of any inspection conducted by the department to meet those specified existing inspection requirements.	Assembly Appropriations	Support	Expands on present CHP authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP.  Amended to eliminate local inspections authority, but instead, to permit local entity to enter into agreement with CHP to increase number of buses inspected.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1725</a> Amended: 3/7/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wagner R</a> (Dist 68)	Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, non-substantive changes to that provision. This bill contains other current laws.	Senate Transportation and Housing	Watch	Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.
<a href="#">AB 1746</a> Amended: 3/30/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Stone, Mark</a> D (Dist 29)	Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley 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 7 entities described above, subject to the same conditions and requirements.	Senate Rules	Watch	Expands current authority for transit buses to operate on highway shoulders to 7 entities including AC Transit, County Connection (Contra Costa County), Livermore-Alameda Valley Transit and VTA.  MTC has taken a support position on this bill.
<a href="#">AB 1768</a> Amended: 2/25/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a> (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	Oppose	Would effectively terminate state bond funding for high speed rail.  Bill held in committee.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1780</a> Amended: 3/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Medina D</a> (Dist 61)	Greenhouse Gas Reduction Fund: trade corridors. Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation.	Assembly Appropriations Suspense File	Watch	Establishes a new dedication of cap and trade funding to a new trade corridor program.  Amended from 25% to 20% of cap and trade funds and to align with AB 2071 (Frazier) pertaining to trade corridors.  MTC staff are recommending a support position on this bill with the amendment to lower the amount to 20% of cap and trade funds. MTC's adopted cap and trade framework includes a line item for goods movement projects, and this funding could provide matching funds for the new federal competitive freight program FASTLANE.
<a href="#">AB 1813</a> Introduced: 2/8/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (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.	Senate Rules	Watch	Adds 2 new appointees to serve in an ex officio capacity on the high speed rail authority.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1815</a> Amended: 4/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board (ARB) and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.	Assembly Appropriations	Watch	Requires the ARB to post on the internet the listing of cap and trade projects funded to benefit disadvantaged communities.  Amendments delete the web posting requirement for ARB to provide technical assistance to communities to better compete for cap and trade funds.
<a href="#">AB 1818</a> Introduced: 2/8/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (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	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
<p><a href="#">AB 1833</a> Amended: 4/25/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Linder R</a> (Dist 60)</p>	<p>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. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.</p>	<p>Assembly Appropriations</p>	<p>Watch</p>	<p>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.</p>

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Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 1851</a> Amended: 4/13/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Gray D</a> (Dist 21)</p>	<p>Vehicular air pollution: reduction incentives. Would, for purposes of the Clean Vehicle Rebate Project, require the State Air Resources Board, until January 1, 2026, to provide specified rebate amounts for battery electric vehicles, fuel-cell vehicles, and plug-in hybrid electric vehicles and to implement a process to allow eligible applicants to obtain prompt preapproval from the state board prior to purchasing an eligible vehicle, as specified.</p>	<p>Assembly Appropriations</p>	<p>Seek Amendment</p>	<p>Revises the incentives for consumers seeking to purchase zero-emission vehicles, including (1) a new rebate program, limited to vehicles that cost less than \$60,000; (2) elimination of the value of a trade-in for sales tax purposes if purchasing a qualified ZEV, and (3) elimination of the cap on Green Stickers for access to HOV lanes.  This bill was amended to remove the rebate program limitation to vehicles that cost less than \$60,000. The amendment restricts the rebate to the first \$60,000 in value for eligible vehicles.  We are seeking an amendment to remove the elimination of the cap on Green Stickers for access to the HOV lanes as it dilutes the effectiveness of those lanes.</p>
<p><a href="#">AB 1866</a> Introduced: 2/10/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Wilk R</a> (Dist 38)</p>	<p>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.</p>	<p>Assembly Transportation</p>	<p>Oppose</p>	<p>Essentially brings the High Speed Rail Project to an end by transferring remaining bond funds to pay off bond debt.  Failed passage but reconsideration granted by committee.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1886</a> Introduced: 2/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">McCarthy D</a> (Dist 7)	California Environmental Quality Act: 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 Natural Resources	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.
<a href="#">AB 1889</a> Amended: 3/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	Peninsula Rail Transit District. Current law, operative under certain conditions, re-designates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal obsolete provisions relating to the Peninsula Rail Transit District.	Assembly Consent Calendar	Watch	This is a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District
<a href="#">AB 1908</a> Amended: 3/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	High-occupancy vehicle lanes. Would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements.	Assembly Dead	New - Recommend Delete from Matrix	Restricts the establishment of an HOV lane in southern California unless the facility would only be able to be operated during hours of high commute demand.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1938</a> Introduced: 2/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (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 Transportation	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.  Failed passage, committee granted reconsideration.
<a href="#">AB 1964</a> Amended: 4/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	High-occupancy vehicle (HOV) lanes: vehicle exceptions. Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	Assembly Third Reading	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.  MTC has adopted an oppose unless amended position, unless the number of stickers is capped, with a sunset date no later than the end of 2021.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1982</a> Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	California Transportation Commission: membership. Would expand the membership of the California Transportation Commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, communities with diverse racial and ethnic populations and communities with low-income populations.	Assembly Transportation	Watch	Originally authorized that cap and trade funds may be expended on traffic signal synchronization projects.  Amended to expand CTC membership.  Failed passage in committee, granted reconsideration  Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis.
<a href="#">AB 2014</a> Amended: 4/13/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (Dist 67)	Freeway Service Patrol Program Assessment: workload study. Would, by June 20, 2018, and every 5 years thereafter, require the Department of Transportation to publish and submit to the Legislature and the Department of Finance, as specified, a statewide Freeway Service Patrol Program Assessment that would, among other things, identify, quantify, and analyze existing freeway service patrols, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program, as specified.	Assembly Appropriations	Watch	
<a href="#">AB 2034</a> Amended: 3/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a> (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. This bill would delete the January 1, 2017 repeal date and thereby extend these provisions indefinitely.	Senate	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.
<a href="#">AB 2049</a> Introduced: 2/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (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 Transportation	Oppose	Effectively brings the high speed rail program to an end.  Failed passage, committee granted reconsideration.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2088</a> Amended: 4/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	Vehicles: hit-and-run accidents: pleas. This bill would require a prosecutor who agrees to accept a plea of guilty or nolo contendere from a defendant for a charge of hit and run with property damage, in satisfaction or as a substitute for a charge of hit and run resulting in injury or death of a person, to state on the record whether the defendant was involved in an accident in which a person was injured. The bill would require the prosecutor's statement to occur prior to the defendant's waiver of the right to a jury trial. The bill would also require the judge to inform the defendant of the consequences described below prior to accepting the defendant's plea of guilty or nolo contendere under these circumstances. If the court accepts the plea and the prosecutor's statement stipulates or does not contest the fact that the defendant was driving the vehicle that caused injury to another individual, the bill would require the court to immediately suspend the convicted person's driving privileges for a period of 6 months, restrict the convicted person's driving privileges to employment purposes only, as specified, for no more than 6 months, or order the convicted person to complete community service, as the court deems appropriate.	Assembly 3 <sup>rd</sup> Reading	New – Recommend Watch	This bill would require the court to suspend the driving privilege for six months, or impose an appropriate period of community service, for any person who pleads guilty or nolo contendere (no contest) to a hit and run with property damage, if the charge is a substitute for, or in satisfaction of, a charge of hit and run resulting in injury or death.
<a href="#">AB 2090</a> Amended: 4/7/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (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 Appropriations Suspense File	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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Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 2094</a></p> <p>Amended: 3/18/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Obernolte R</a> (Dist 33)</p>	<p>Transportation: Greenhouse Gas Reduction Fund (GGRF): state and local transportation funds. This bill, beginning in the 2016–17 fiscal year, would transfer \$1 billion annually from the GGRF to the Retail Sales Tax Fund (RSTF), subject to specified conditions, and would state that the transferred revenues shall be considered part of the revenues allocated to local transportation funds from the RSTF. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the RSTF for allocation to state highway and local street and road purposes.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>This is a new transportation funding approach to transfer funds between various accounts to “free up” \$1 billion for street and roads programs.  Local Transportation Development Act (TDA) funds (1/4% of sales tax) would be supplemented by GGRF in the amount of \$1 billion; then, sales tax revenues would be allocated from the TDA to road programs.</p>
<p><a href="#">AB 2126</a></p> <p>Introduced: 2/17/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Mullin D</a> (Dist 22)</p>	<p>Public contracts: Construction Manager/General Contractor contracts. Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor 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</p>	<p>Assembly Third Reading</p>	<p>Support</p>	<p>Expands the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2170</a> Amended: 3/15/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (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 allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	Watch	Directs the new federal aid funds in the national freight program to the Trade Corridors account.  MTC has adopted a support position on this bill. MTC's adopted cap and trade framework includes a line item for goods movement projects, and this funding could provide matching funds for the new federal competitive freight program FASTLANE.
<a href="#">AB 2222</a> Amended: 4/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Holden D</a> (Dist 41)	Greenhouse Gas Reduction Fund: Transit Pass Program. 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 require that funding be allocated by the Controller, as specified, upon a determination by the Department of Transportation that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements.	Assembly Appropriations Suspense File	Watch	Requires \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes.
<a href="#">AB 2289</a> Introduced: 2/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program 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.	Senate	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.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2292</a> Amended: 4/14/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gordon D</a> (Dist 24)	California Global Warming Solutions Act of 2006: disadvantaged communities. Would require the California Environmental Protection Agency (CalEPA), no later than July 1, 2017, to update the California Communities Environmental Health Screening Tool to include specified factors, using the best-available data, when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.	Assembly Appropriations	Watch	The bill attempts to address perceived weaknesses in the present identification of disadvantaged communities (DACs) for use in allocating cap and trade funding. This is achieved by broadening the factors used by CalEPA to also include areas in the state with high poverty rates, rent burden and cost of living. It moves in the right direction, but isn't expected to materially change the methodology such that it better aligns with areas commonly known as DACs in the Bay Area.
<a href="#">AB 2332</a> Amended: 4/5/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo D</a> (Dist 56)	Transportation funding: complete streets. Would require the Department of Transportation to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. The bill would establish department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by non-automobile modes of travel, as specified.	Assembly Dead	New - Recommend Delete from Matrix	Originally compelled the CTC to prioritize scarce state highway funds for meeting mobility and safety needs of disadvantaged communities.  Now amended to refer to complete streets but failed to meet mandated state deadlines.
<a href="#">AB 2343</a> Amended: 4/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina D</a> (Dist 58)	Greenhouse Gas Reduction Fund: study. Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the Greenhouse Gas Reduction Fund. This bill would require the department to include additional data in that annual report, as specified.	Assembly Appropriations	Watch	Amended to require the Department of Finance to provide an annual status report on Cap and Trade projects. Previously was spot bill.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2355</a> Introduced: 2/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Dababneh</a> 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 Dead	New - Recommend Delete from Matrix	Requires Caltrans to mitigate noise along intercity rail passenger lines.
<a href="#">AB 2374</a> Introduced: 2/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu</a> D (Dist 17)	Construction Manager/General Contractor method: regional transportation agencies: ramps. Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.	Senate Rules	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.

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Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 2411</a></p> <p>Introduced: 2/19/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Frazier D</a> (Dist 11)</p>	<p>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.</p>	<p>Assembly Appropriations Suspense File</p>	<p>Watch</p>	<p>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.</p>
<p><a href="#">AB 2452</a></p> <p>Amended: 4/11/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Quirk D</a> (Dist 20)</p>	<p>California Council on Science and Technology: contracting. Current law generally requires contracts by the state for the acquisition of goods and services be awarded pursuant to various procedures and requirements. Current law exempts specified projects and types of contracts from those procedures and requirements. The California Council on Science and Technology is a nonpartisan, impartial, not-for-profit corporation, created in 1988 by legislative resolution. This bill would authorize state entities, as defined, to enter into contracts with the council for the council's assistance in translating scientific studies to inform public policy.</p>	<p>Assembly Dead</p>	<p>New - Recommend Delete from Matrix</p>	<p>The bill previously prohibited a court from imposing a stay or from enjoining 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.</p> <p>Amended to deal with non-transportation issues.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2509</a> Amended: 4/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (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. Current law further authorizes a person operating a bicycle upon a roadway of a highway that carries traffic in one direction only and has two or more marked traffic lanes to ride as close to the left-hand curb or edge of that roadway as practicable. This bill would expand the exceptions to riding as close as 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.	Senate Rules	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.
<a href="#">AB 2542</a> Amended: 3/15/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	Streets and highways: reversible lanes. Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.	Assembly Appropriations	Watch	This author is attempting to compel transportation agencies to consider "reversible lanes" when developing a capacity-increasing roadway project.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2586</a> Amended: 4/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<p>Parking. Existing law authorizes parking, for up to the posted time limit, in any parking space that is regulated by an inoperable parking meter or an inoperable parking payment center, as defined, until January 1, 2017. Existing law prohibits, until January 1, 2017, a local authority from enacting an ordinance or resolution prohibiting or restricting the parking of vehicles under the above circumstances.</p> <p>This bill would delete the January 1, 2017, date of repeal for the above provisions, and thus extend those provisions indefinitely. This bill would prohibit a person providing valet parking services in a business district from prohibiting a vehicle from parking in any otherwise available parking space regulated by a parking meter, or from stopping or standing for the purpose of loading or unloading passengers in any space or area that has been designated for that purpose. This bill would prohibit a local authority that contracts with a private entity to enforce parking regulations from promoting designated incentives in connection with the issuance of violation notices.</p>	Assembly Appropriations	New – Recommend Watch	<p>This bill would make a series of changes to the way local governments manage and enforce parking laws and is billed as a “Parking Bill of Rights” to address a variety of parking-related activities, including allowing parking at inoperable meters and prohibiting valet services from preventing use of public metered spaces.</p> <p>SFMTA is considering a support position on this bill if it is amended to restrict free parking at broken meters to two hours in order to reduce the incentive for vandalism at parking meters without time limits.</p>
<a href="#">AB 2602</a> Amended: 4/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<p>Disabled parking placards. This bill would delete the authority of a disabled person or disabled veteran who has been issued a placard as described above to park for an unlimited period in restricted zones and to park in metered spaces without parking meter fees. The bill would also authorize specified disabled persons and disabled veterans to apply for a free-parking sticker, which, when properly affixed to the distinguishing placard, additionally would authorize the owner to park in any metered parking space, as defined, without being required to pay fees and for an unlimited period of time.</p>	Assembly Appropriations	New – Recommend Watch	<p>The bill creates a two-tiered disabled person parking system whereby only those persons with disabilities that severely limit mobility and dexterity may qualify for free and unlimited parking at metered spaces.</p> <p>SFMTA is considering a support position on this bill as it is consistent with the recommendations made by the Accessible Parking Policy Advisory Committee stakeholder group.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2722</a> Introduced: 2/19/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Burke D</a> (Dist 62)	<p>Transformative Climate Communities Program.</p> <p>This bill would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council (SGC). The bill would appropriate \$250,000,000 from the Greenhouse Gas Reduction Fund to administer the program. The bill would require the SGC, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined. The bill would require the council to award at least 5 grants to execute existing, and at least 5 grants to undertake the development of, neighborhood-level transformative climate community plans that contribute to the reduction of emissions of greenhouse gases and address specified project areas.</p>	Assembly Natural Resources	Watch	<p>This bill would appropriate \$250 million in cap and trade funds for a new competitive grant program for transformative climate community plans in disadvantaged communities.</p> <p>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.</p>
<a href="#">AB 2742</a> Introduced: 2/19/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<p>Transportation projects: comprehensive development lease agreements.</p> <p>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.</p>	Assembly Appropriations Suspense File	Watch	Extends public-private partnership (P3) authority to 2030 from 2017.



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Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 2783</a> Amended: 4/25/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Garcia, Eduardo D</a> (Dist 56)</p>	<p>Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill would require the Strategic Growth Council to consider revisions to the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area, as specified, and to provide a written explanation to the Assembly Committee on Housing and Community Development by March 1, 2017, if the council determines that it will not make the revisions.</p>	<p>Assembly Appropriations</p>	<p>Watch</p>	<p>Amended to require that the SGC 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.</p> <p>MTC has adopted an oppose position on this bill, given that lowering density requirements undermines the goal of reducing greenhouse gas emissions by boosting the availability of affordable housing near transit.</p>
<p><a href="#">AB 2796</a> Amended: 4/4/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Bloom D</a> (Dist 50)</p>	<p>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 and a minimum of 10% of all available Active Transportation Program funds to be programmed for non-infrastructure purposes, except as provided.</p>	<p>Assembly Appropriations Suspense File</p>	<p>Watch</p>	<p>Dedicates 5% of current funding for distributing Active Transportation Program allocation for award to DACs for planning and community engagement. This bill includes a new minimum award requirement of 5% of funds for planning projects.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2847</a> Amended: 4/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	High-Speed Rail Authority: reports. Current law requires the High-Speed Rail Authority (HSRA), on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	Assembly Appropriations	Watch	Amended to require that the HSRA business plan to provide financial projections for each segment in the system.  Previously would have authorized a Caltrans pilot program to transfer operations and maintenance responsibility on specific state highways to local jurisdictions.
<a href="#">AB 2857</a> Introduced: 2/19/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	Transportation network companies: delivery of commodities. Current law creates the Public Utilities Commission with various powers and duties relative to transportation, including, among other responsibilities, regulation of transportation network companies 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 transportation network companies utilizing peer-to-peer mobile services to deliver commodities such as food or clothing.	Assembly Print	Watch	This is an intent bill to later draft legislation related to TNC companies that deliver commodities.
<a href="#">ABX1 1</a> Introduced: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Print	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX1 2</a> Introduced: 6/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perez D</a> (Dist 31)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	Support	Extends public-private partnership law indefinitely.  Similar to SBX1 14 (Cannella).
<a href="#">ABX1 3</a> Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Assembly Conference Committee	Watch	Special session spot bill.
<a href="#">ABX1 4</a> Introduced: 7/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Senate Rules	Watch	Special session spot bill.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX1 6</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Assembly Print	Oppose	The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.
<a href="#">ABX1 7</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Assembly Print	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)
<a href="#">ABX1 8</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Assembly Print	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).

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX1 9</a> Introduced: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.
<a href="#">ABX1 10</a> Introduced: 8/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	Public works: contracts: extra compensation. Would provide that a state entity in a mega-infrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the mega-infrastructure project, as defined, has been completed and an independent third party has verified that the mega-infrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Assembly Print	Watch	Would restrict state agencies from providing extra payments to contractors on mega-infrastructure projects.
<a href="#">ABX1 13</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. 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.	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.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX1 14</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Waldron R</a> (Dist 75)	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.	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.
<a href="#">ABX1 15</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	State Highway Operation and Protection Program (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 State Highway Account to be dedicated for state and local road repairs.
<a href="#">ABX1 16</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation 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.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX1 17</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a> (Dist 35)	Greenhouse Gas Reduction Fund: state highway operation and protection program (SHOPP). 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 SHOPP.	Assembly Print	Oppose	This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources.
<a href="#">ABX1 18</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	Vehicle weight fees: transportation bond debt service. 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.
<a href="#">ABX1 19</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Print	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).
<a href="#">ABX1 20</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines, Beth R</a> (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.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX1 21</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Oberholte R</a> (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.
<a href="#">ABX1 24</a> Introduced: 9/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	Bay Area Transportation Commission: election of commissioners. This bill, effective January 1, 2017, would re-designate the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's (BATA's) status as a separate entity from the MTC and merge the authority into the Bay Area Transportation Commission.	From Printer	New – Recommend Oppose	The author introduced this bill to address his perception that MTC, as an appointed body, does not adequately reflect the mobility and planning needs of the San Francisco Bay region. His solution is to require that MTC merge with BATA and report to an elected body.  We are recommending an oppose position because the proposed new structure would likely upset the current balance of urban and non-urban interests on the MTC in favor of the suburbs - and would have the effect of disadvantaging San Francisco and making it even harder to do effective regional planning.



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May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX1 25</a> Introduced: 1/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis</a> 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 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.	Assembly Print	Oppose	A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).  SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones.
<a href="#">ACA 4</a> Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	Assembly Appropriations Suspense File	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
<a href="#">SB 39</a> Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	Vehicles: high-occupancy vehicle 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.

## San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 321</a> Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	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.
<a href="#">SB 344</a> Amended: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Monning D</a> (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	Watch	MTC has adopted a support position on this bill.
<a href="#">SB 433</a> Amended: 5/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill R</a> (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.



San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 564</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Assembly 2 year	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.  SFMTA has also adopted a support position on this bill.
<a href="#">SB 773</a> Amended: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	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	Watch	MTC has adopted a support position on this bill.
<a href="#">SB 812</a> Amended: 4/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	Charter-party carriers of passengers: passenger stage corporations: private carriers of passengers. Would require the Department of the California Highway Patrol, if a tour bus or modified limousine carrier has received an unsatisfactory compliance rating for a 3 consecutive terminal inspections, as specified, to recommend to the Public Utilities Commission that the carrier's operating authority be suspended, denied, or revoked, or to the United States Department of Transportation that appropriate administrative action be taken against the carrier's interstate operating authority, whichever is appropriate.	Senate Appropriations	Support	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.

## San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 824</a> Amended: 4/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (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. This bill contains other existing laws.	Senate Appropriations	Support	The bill is intended to permit transit agencies more flexible use of formula transit funds from Greenhouse Gas Reduction Fund.  MTC has adopted a support and seek amendment position on this bill, to broaden the definition of disadvantaged communities.
<a href="#">SB 882</a> Introduced: 1/15/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a> (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 Appropriations Suspense File	Watch	This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation.
<a href="#">SB 885</a> Amended: 4/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wolk D</a> (Dist 3)	Construction contracts: indemnity. Would specify, with certain exceptions, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims or lawsuits against any other person or entity arising from a construction project, except that person's or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified. The bill would prohibit waiver of these provisions and would provide that any clause in a contract that requires a design professional to defend claims against other persons or entities is void and unenforceable.	Senate Judiciary	Oppose	This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.  SB 885 seeks to restrict the obligation of design professionals to defend public agencies requiring public resources be spent to determine a design professionals' liability.

San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 901</a> Introduced: 1/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates R</a> (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 Dead	New – Recommend Delete from Matrix	Provides direction to Caltrans to expand advanced mitigation for transportation projects.
<a href="#">SB 902</a> Introduced: 1/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (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 Dead	New – Recommend Delete from Matrix	Amends the state law that permits Caltrans to oversee the National Environmental Protection Act (NEPA) process for projects in the state by extending the period of time for a report on implementation of this oversight.
<a href="#">SB 903</a> Introduced: 1/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nguyen R</a> (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	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.

**San Francisco County Transportation Authority**  
**May 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 951</a> Amended: 4/26/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">McGuire D</a> (Dist 2)	Transportation: Golden State Patriot Passes Program. This bill would create the Golden State Patriot Passes Program to be administered by the Department of Transportation (Caltrans) to provide veterans with free access to transit services. The bill would require the department, in coordination with the State Air Resources Board, to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would reduce greenhouse gas emissions, increase veteran mobility and fulfill specified requirements. The bill would require the department to select 3 transit operators to participate in the program.	Senate Appropriations	New – Recommend Watch	Creates the Golden State Patriot Passes Program, administered by Caltrans, to provide free access to transit services for veterans and requires Caltrans, by January 1, 2018, to select three transit operator applicants to receive program funding.
<a href="#">SB 986</a> Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (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 Appropriations Suspense File	New – Recommend Oppose	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.  SFMTA intends to seek an oppose position on this bill because of its potential to work against the city's Vision Zero goals.
<a href="#">SB 998</a> Amended: 4/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wierkowski D</a> (Dist 10)	Vehicles: mass transit guideways. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, 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.	Senate Appropriations	Watch	Expands restrictions on vehicles from stopping at certain locations to include transit guideways.

San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1066</a> Introduced: 2/16/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Transportation funds: fund estimates. Current law requires the Department of Transportation to submit to the California Transportation Commission 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 California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Assembly	Support	Adds new Federal transportation funds to revenues that must be included revenues estimate for the STIP.
<a href="#">SB 1128</a> Introduced: 2/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Glazer D</a> (Dist 7)	Commute benefit policies. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute 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 commute 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.	Assembly Desk	Support	Extends the commute benefits ordinance authority for MTC/ABAG indefinitely.  MTC has taken a support position on this bill.
<a href="#">SB 1141</a> Amended: 4/5/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Moorlach R</a> (Dist 37)	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 2 counties, one in northern California and one in southern California, may be 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 Dead	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.  Failed passage, committee granted reconsideration.



## San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1208</a> Introduced: 2/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates R</a> (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 Rules	Watch	Spot bill related to the CTC.
<a href="#">SB 1259</a> Amended: 4/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner R</a> (Dist 21)	Vehicles: toll payment: veterans. Would exempt vehicles registered to 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 Appropriations	Oppose	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.
<a href="#">SB 1320</a> Introduced: 2/19/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner R</a> (Dist 21)	California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Dead	New – Recommend Delete from Matrix	MTC has adopted an oppose position on this bill. Provides for the independence of the CTC. This bill is similar to AB 1364 (Linder), ABX 19 (Linder) and SBX1 12 (Runner).

San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<p><a href="#">SBX11</a> Amended: 4/21/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Beall D</a> (Dist 15)</p>	<p>Transportation funding: environmental mitigation: oversight. 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>The recent amendments included significant new revenues for transportation, including transit. The amended bill eliminates the Board of Equalization's annual adjustment of the gas excise tax, raises the gas excise tax 6 cents per gal., and indexes it to inflation. It also raises the diesel excise tax by 22 cents per gallon and sales tax by 5.25%. The VRF is increased by \$35, and new annual \$100 zero-emission vehicles fee and annual road access fee of \$35 per vehicle are introduced. Additional cap and trade funds are dedicated to the Transit and Intercity Rail Capital program and to the Low Carbon Transit Operations Program.</p>	<p>Senate Appropriations</p>	<p>Support/ Seek Amendments</p>	<p>Latest amendments reflect a major new state/local transportation funding bill. It would provide \$5.5 billion annually and \$1 billion in one-time revenue to fund state and local road repair, transit capital and operations, trade corridors, and job training.</p>

San Francisco County Transportation Authority  
May 2016

Bill #	Author	Description	Status	Position	Comments
<p><a href="#">SBX12</a> Introduced: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Huff R</a> (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>
<p><a href="#">SBX14</a> Amended: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Beall D</a> (Dist 15)</p>	<p>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.</p>	<p>Senate Conference Committee</p>	<p>Watch</p>	<p>This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.</p>



San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SBX1 5</a> Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	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.
<a href="#">SBX1 7</a> Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (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).
<a href="#">SBX1 8</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate 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

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SBX110</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates R</a> (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.
<a href="#">SBX111</a> Amended: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill R</a> (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.
<a href="#">SBX112</a> Amended: 8/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner R</a> (Dist 21)	California Transportation Commission (CTC). Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	Re-establishes independence of CTC from the Transportation Agency.  This bill is similar to AB 1364 (Linder), ABX119 (Linder), and SB 1320 (Runner).

San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SBX1 13</a> Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	Office of the Transportation Inspector General. Would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to 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.	Senate Appropriations	Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and High-Speed Rail Authority.
<a href="#">SBX1 14</a> Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Senate Transportation and Infrastructure Development	Watch	Extends current public-private partnership law indefinitely.
<a href="#">SCA 5</a> Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	New – Recommend Delete from Matrix	The original bill specified that the voter approval requirement is 55% for local government special taxes.  This bill no longer applies to the local government tax thresholds for special taxes.

San Francisco County Transportation Authority

May 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SCAX11</a> Introduced: 6/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	Intended to protect new revenues generated by new transportation taxes or fees.

**Total Measures: 122**

**Total Tracking Forms: 122**



# Memorandum

**Date:** 05.19.2016 **RE:** Citizens Advisory Committee  
May 25, 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 \$6,004,645 in Prop K Funds, with Conditions, and Appropriation of \$75,000 in Prop K Funds, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have eight requests totaling \$6,079,645 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) is requesting about \$1.03 million for rail grinding of all tracks in the Muni Metro tunnel to extend the useful life of the rails, reduce the risk of derailment, and improve ride quality. The SFMTA has also requested \$150,000 for a Neighborhood Transportation Improvement Program (NTIP) planning project to develop conceptual designs for multimodal improvements to the Geneva-San Jose intersection, including passenger access to the M-Ocean View Line. San Francisco Public Works (SFPW) has requested \$64,734 for the design phase of the Great Highway Reroute (Permanent Restoration) and \$1.5 million to leverage One Bay Area Grant funds for construction of complete street improvements on 2nd Street between Market and Townsend Streets. SFPW has also requested funds for three programs funded annually by Prop K: Public Sidewalk Repair (\$537,494), Tree Planting and Maintenance (\$1,092,025) and Street Repair and Cleaning Equipment (\$1,499,408). The latter request is for replacement of five street sweepers which have exceeded their useful lives and will be out of compliance with California and Bay Area emissions standards after December 31, 2016. As a result, SFPW is requesting a Prop K Strategic Plan amendment to advance funds to meet Bay Area Air Quality Management District requirements. Finally, we are requesting \$150,000 jointly with the SFMTA for planning work to support commissioners' efforts to identify potential NTIP planning and capital projects and develop associated scopes, schedules and budgets.

## BACKGROUND

We have received eight requests for a total of \$6,079,645 in Prop K funds to present to the Citizens Advisory Committee (CAC) at its May 25, 2016 meeting, for potential Board approval on June 28, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Balboa Park BART/ Muni Station Access
- Guideways - SFMTA
- Great Highway Erosion Repair
- Street Repair & Cleaning Equipment
- Pedestrian and Bicycle Facility Maintenance
- Tree Planting and Maintenance
- Bicycle Circulation/ Safety

- Transportation/ Land Use Coordination,

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

## DISCUSSION

The purpose of this memorandum is to present eight Prop K requests totaling \$6,079,645 to the CAC and to seek a motion of support to allocate or appropriate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

**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 \$6,004,645 in Prop K funds, with conditions, and appropriation of \$75,000 in Prop K funds, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for allocation of \$6,004,645 in Prop K funds, with conditions, and appropriation of \$75,000 in Prop K funds, for eight 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 \$6,004,645 and appropriate \$75,000 in FY 2016/17 Prop K sales tax funds, with conditions, for eight requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms. The proposed Prop K Strategic Plan amendment to advance funds in the Street Repair and Cleaning Equipment category is finance cost neutral over the 30-year life of the Expenditure Plan; finance costs are offset by reprogramming de-obligated funds from prior fiscal years in the Street Resurfacing category.

Attachment 4, Prop K Allocation Summaries – FY 2016/17, shows that the subject Prop K requests are the first of FY 2016/17, and shows the recommended allocations, appropriations, and cash flows that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

## RECOMMENDATION

Adopt a motion of support for allocation of \$6,004,645 in Prop K funds, with conditions, and

appropriation of \$75,000 in Prop K funds, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

Prop K/Prop AA Allocation Request Forms (8)



Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	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 <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	22M	SFMTA	Rail Grinding	\$ 1,036,400		\$ 5,182,000	78%	80%	Construction	3, 5, 6, 8	
Prop K	26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 64,734		\$ 410,000	86%	84%	Design	7, 4	
Prop K	35	SFPW	Street Repair and Cleaning Equipment	\$ 1,499,408		\$ 1,499,408	29%	0%	Procurement	Citywide	
Prop K	37	SFPW	Public Sidewalk Repair	\$ 537,494		\$ 786,375	48%	32%	Construction	Citywide	
Prop K	42	SFPW	Tree Planting & Maintenance	\$ 1,092,025		\$ 6,200,238	57%	82%	Construction	Citywide	
Prop K	44, 13	SFMTA	Geneva-San Jose Intersection Study [NTIP Planning]	\$ 150,000		\$ 150,000	56%	0%	Planning	11	
Prop K	44, 39	SFPW	Second Street Improvement	\$ 1,549,584		\$ 15,369,419	32%	90%	Construction	6	
Prop K	44	SFCTA/SFMTA	NTIP Program Support	\$ 150,000		\$ 150,000	40%	0%	Planning	Citywide	
<b>TOTAL</b>							<b>\$ 6,079,645</b>	<b>\$ -</b>	<b>\$ 29,747,440</b>	<b>46%</b>	<b>80%</b>

Footnotes

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

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works)

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

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K 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 Descriptions<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22M	SFMTA	Rail Grinding	\$ 1,036,400	\$ -	Requested funds will leverage \$4,145,600 in federal funds for rail grinding to all inbound and outbound tracks inside the Muni Metro Subway. The subway rails will be re-shaped to the optimal profile to extend the useful life of the rails by approximately 20%, reduce the risk of derailments, improve ride quality, and mitigate noise from light rail vehicles. SFMTA expects work to begin in Fall 2016 complete the project within one year. SFMTA is developing an operational plan to minimize service disruptions during the project.
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 64,734	\$ -	Funds will be used for the design phase of the permanent restoration of the Great Highway after the southbound lane was undermined and partially collapsed in the winter of 2009/10. These funds will serve as the local match to Federal Highway Administration (FHWA) Emergency Relief Program funds. The project will preserve the roadway's function, converting the two existing Great Highway northbound lanes into a single northbound and single southbound travel lane. Design is expected to be completed in 9 months, with construction to be completed in March 2018.
35	SFPW	Street Repair and Cleaning Equipment	\$ 1,499,408	\$ -	Requested funds will be used to replace five street cleaning air sweepers that have exceeded their useful lives and are non-compliant with Bay Area Air Quality Management District (BAAQMD) standards. All city departments were recently notified that they must comply with BAAQMD requirements by the end of 2016, however Public Works will coordinate with BAAQMD for an acceptable extension to this deadline since the new equipment will not be in service until June 2017. See Attachment 3 for details on the cost-neutral Prop K Strategic Plan amendment that is required to make sufficient funds available to SFPW in Fiscal Year (FY) 2016/17.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
37	SFPW	Public Sidewalk Repair	\$ 537,494	\$ -	Prop K funds will leverage \$248,881 in state funds to repair a total of 221 sidewalk locations around City street trees. Prioritization criteria include locations with accidents, complaints, and areas of high lift and extensive damage. All work will be performed in FY 2016/17.
42	SFPW	Tree Planting & Maintenance	\$ 1,092,025	\$ -	Funds will be used to replace 375 street trees in the public right-of-way, establish 376 young trees by watering them on a weekly basis, and maintain 814 mature street trees. Prioritized locations are listed on pages 1-2 of the allocation request form. Prop K will leverage over \$5.1 million in state gas tax and local funds. All work will be performed in FY 2016/17.
44, 13	SFMTA	Geneva-San Jose Intersection Study [NTIP Planning]	\$ 150,000	\$ -	Funds will be used to develop conceptual designs for near, medium and long-term improvements for multimodal transportation safety and transit access in the vicinity of the Geneva and San Jose intersection, including passenger access to Muni's M-Ocean View Line. This project was proposed by the Balboa Park Community Advisory Committee (BPCAC), and will use both NTIP planning funds and Balboa Park Station Area Improvement placeholder funds for projects determined by the BPCAC. The SFMTA will work closely with the district supervisor's office, various public agencies, and community stakeholders to coordinate this project with the various other projects in the immediate vicinity of the intersection. SFMTA expects to complete the final report by July 2017.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44, 39	SFPW	Second Street Improvement	\$ 1,549,584	\$ -	Funds will leverage \$9.2 million in OneBayArea Grant (OBAG) funds for the construction phase of the complete streets project on 2nd Street between Market and Townsend streets. The project, which has been refined through extensive public outreach, consists of sidewalk widening, buffered and raised cycletracks, lane reduction, pedestrian safety improvements, bus stop improvements, a new traffic signal at 2nd and South Park, street trees and landscaping, and associated sewer rehabilitation. In response to feedback from the community, SFPW has included pedestrian lighting as a bid alternate item should funding become available. SFPW anticipates starting construction by January 2017 and completing construction by June 2018.
44	SFCTA/ SFMTA	NTIP Program Support	\$ 150,000	\$ -	Requested funds will enable the SFMTA and Transportation Authority staff to work together to support commissioners' efforts to identify potential Neighborhood Transportation Improvement Program (NTIP) planning and capital projects; to develop proposed scope, schedule, and budget information to support allocation of NTIP grants; and to provide ongoing NTIP support as grants are implemented.
<b>TOTAL</b>			<b>\$ 6,079,645</b>	<b>\$ -</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
22M	SFMTA	Rail Grinding	\$ 1,036,400	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> Recommendation is contingent upon a concurrent Muni Guideways 5YPP amendment to re-program \$1,036,400 from the Muni Metro Rail Replacement Program to the subject project. See attached 5YPP amendment for details.
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 64,734	\$ -	
35	SFPW	Street Repair and Cleaning Equipment	\$ 1,499,408	\$ -	<b>Prop K Strategic Plan and 5YPP Amendments:</b> In order to advance funds for the subject project as requested by SFPW to meet BAAQMD requirements, our recommendation is contingent upon a finance cost neutral Strategic Plan Amendment and corresponding 5YPP amendment to 1) advance programming (\$722,582 from FY 2017/18) and cash flow (\$1,110,996 from FYs 2017/18 and 2018/19) to FY 2016/17 in the Street Repair and Cleaning Equipment category and 2) offsetting any finance costs by reprogramming \$1,110,996 in deobligated funds from prior fiscal years to FYs 2017/18 and 2018/19 in the Street Resurfacing, Rehabilitation, and Maintenance category. SFPW has determined that this amendment will not impact any planned street resurfacing projects. See attached amendments for details.
37	SFPW	Public Sidewalk Repair	\$ 537,494	\$ -	
42	SFPW	Tree Planting & Maintenance	\$ 1,092,025	\$ -	
44, 13	SFMTA	Geneva-San Jose Intersection Study [NTIP Planning]	\$ 150,000	\$ -	
44, 39	SFPW	Second Street Improvement	\$ 1,549,584	\$ -	
44	SFCTA/ SFMTA	NTIP Program Support	\$ 150,000	\$ -	
<b>TOTAL</b>			<b>\$ 6,079,645</b>	<b>\$ -</b>	

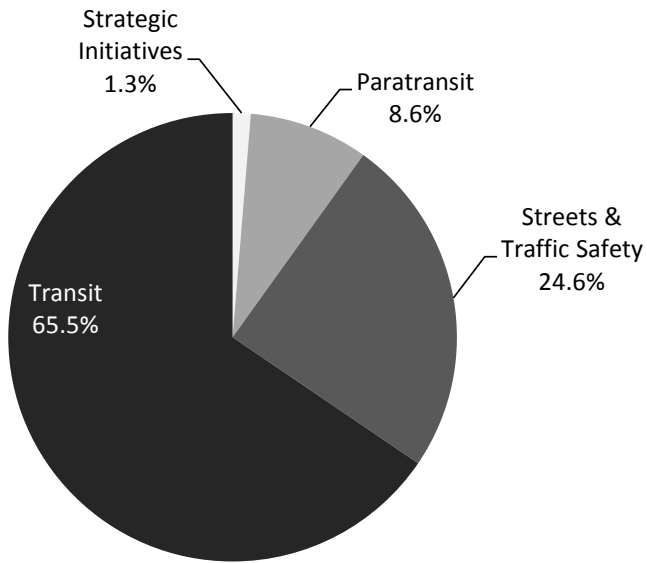
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2016/17**

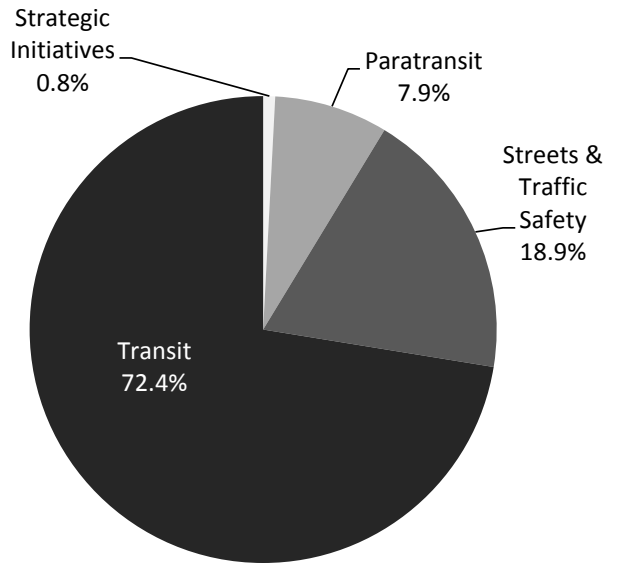
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 6,079,645	\$ 4,610,189	\$ 1,469,456	\$ -	\$ -	\$ -
New Total Allocations	\$ 6,079,645	\$ 4,610,189	\$ 1,469,456	\$ -	\$ -	\$ -

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

**Investment Commitments, per Prop K Expenditure Plan**



**Prop K Investments To Date**





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# Memorandum

**Date:** 05.19.16 **RE:** Citizens Advisory Committee  
May 25, 2016

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of the Proposed Fiscal Year 2016/17 Annual Budget and Work Program

## Summary

Pursuant to State statutes (PUC Code Sections 131000 et seq.) and the Transportation Authority's Fiscal Policy, the Transportation Authority Board must adopt an annual budget for the following fiscal year by June 30. The proposed Fiscal Year (FY) 2016/17 Annual Budget includes projections of sales tax revenues; federal, state and regional grants; investment income for the fiscal period; and projections of operating and administrative costs, capital expenditures, and associated financing costs. The proposed FY 2016/17 Annual Budget also includes a description of the Transportation Authority's proposed Work Program for the coming fiscal year. Total revenues are projected to be \$125.8 million, including \$108.2 million in sales tax revenues. Total expenditures are projected to be \$230.2 million. Capital project expenditures are projected to be \$219.9 million or about 95.5% of total expenditures. The final proposed FY 2016/17 Annual Budget and Work Program will be presented to the Finance Committee and Transportation Authority Board in June for approval. A public hearing will precede consideration of the FY 2016/17 Annual Budget and Work Program at the Transportation Authority Board's June meeting.

## BACKGROUND

Pursuant to State statutes (PUC Code Sections 131000 et seq.), the Transportation Authority must adopt an annual budget for Fiscal Year (FY) 2016/17 by June 30, 2016. As called for in the Transportation Authority's Fiscal Policy (Resolution 15-31) and Administrative Code (Ordinance 15-01), it is the responsibility of the Finance Committee to set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, as well as to recommend adoption of the budget to the Board of Commissioners prior to June 30 of each year.

**Update:** Since the presentation of the preliminary FY 2016/17 annual budget last month and based on continued discussions with project sponsors and the Transportation Authority's financial advisors, the Transportation Authority should include the amount for the next scheduled Revolving Credit Loan repayment of \$21 million, bringing the outstanding balance to \$93.7 million, in the event funds are available to make the repayment and issuing additional debt is not needed. This repayment estimate is at a similar level as paid in FY 2015/16 in the amount of \$20 million. By 2021, it is expected that the Revolving Credit Loan will be fully repaid. The impact of this repayment will bring our total fund balance to negative \$77.7 million.

## DISCUSSION

The purpose of this memorandum is to present the Transportation Authority's proposed FY 2016/17 Annual Budget and Work Program and to seek a motion for its adoption.

The Transportation Authority's proposed FY 2016/17 Work Program includes activities in five major functional areas that are overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects delivery support and oversight, 3) Planning, 4) Technology, Data & Analysis and 5) Finance and Administration. These categories of activities are organized to efficiently address the Transportation Authority's designated mandates, including overseeing the Prop K Sales Tax Expenditure Plan, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program, administering the \$10 Prop AA vehicle registration fee and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our organizational approach also reflects the principle that all activities at the Transportation Authority contribute to the efficient delivery of transportation plans and projects, even though many activities are funded with a combination of revenue sources and in coordination with a number of San Francisco agencies as well as federal, state and regional agencies. Attachment A contains a description of the Transportation Authority's proposed Work Program for FY 2016/17.

Attachment B displays the proposed budget in a format described in the Transportation Authority's Fiscal Policy. Total revenues are projected to be \$125.8 million. Sales tax revenues, net of interest earnings, are projected to be \$108.2 million, or 86% of FY 2016/17 revenues. Total expenditures are projected to be about \$230.2 million. Of this amount, capital project costs are \$219.9 million. Capital projects costs are 95.5% of total projected expenditures, with 4.1% of expenditures budgeted for administrative operating costs, and 0.4% for debt service and interest costs. The division of revenues and expenditures into the sales tax program, CMA program, TFCA program, Prop AA program and TIMMA program in Attachment B reflects the five distinct Transportation Authority responsibilities and mandates.

Attachment C shows a more detailed version of the proposed budget. Attachment D provides additional descriptions of line items in the budget.

**Revenues:** Total revenues in FY 2016/17 are budgeted to decrease from the FY 2015/16 Amended Budget by an estimated \$85.4 million, or 40.4%, which is primarily due to the completion of a one-time milestone payment in FY 2015/16 at substantial completion of construction activities for the Presidio Parkway project and a lower estimate for the I-80/Yerba Buena Island Interchange Improvement Project as construction activities are anticipated to be completed by winter/spring of 2017.

The sales tax revenue projection of \$108.2 million is an increase from the sales tax revenues expected to be received by the Transportation Authority in FY 2016/17. Sales tax revenues have recovered from the FY 2009/10 low and FY 2016/17 revenues are projected to be the highest collected in a single fiscal year since the inception of the Prop K program.

**Expenditures:** Capital expenditures in FY 2016/17 are budgeted to decrease from the FY 2015/16 Amended Budget by an estimated 15.6%, which is also primarily due to the completion of a one-time milestone payment in FY 2015/16 at substantial completion of construction activities for the Presidio Parkway project. However, we anticipate higher capital expenditures for the Prop K program overall, and lower capital expenditures for Prop AA capital programs, as compared to FY 2015/16.

**Other Sources and Uses:** The Other Financing Sources (Uses) section of the Line Item Detail for the FY 2016/17 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal and state grants such



as the Surface Transportation Program and TIMMA Program. This line item also assumes a continuation of the current Revolving Loan Agreement and a \$21 million repayment against the outstanding \$114.7 million balance. In addition, the estimated level of sales tax capital expenditures for FY 2016/17 may trigger the need to drawdown the unutilized Revolving Credit Loan balance of approximately \$25 million. We will monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the San Francisco Municipal Transportation Agency. If some of the largest projects continue to progress as currently anticipated, we would expect to seek approval for additional financing capacity concurrent with a mid-year budget revision. The size and duration of needed financing will be easier to forecast following receipt of FY 2015/16 fourth quarter invoices.

**Fund Balance:** The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a negative of \$77.7 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. The Transportation Authority does not hold or retain title for the projects it has constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position. In addition, a portion of the negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years with non-current (i.e. future) revenues. Commitments of future revenues are tracked through the grant administration process, and there is no issue with the availability of future revenues to honor them. A negative fund balance is a result of how these commitments are accounted for, and it does not affect the viability of the projects or grants. This is a conservative accounting presentation of multi-year programming because these commitments are funded with non-current (i.e. future) revenues. This reporting of all legal funding commitments without the corresponding revenue or assets creates or largely contributes to the \$77.7 million negative fund balance.

**Next Steps:** The final proposed FY 2016/17 Annual Budget and Work Program will be presented to the Finance Committee and Transportation Authority Board in June. A public hearing will precede consideration of the FY 2016/17 Annual Budget and Work Program at the Transportation Authority's June Finance Committee meeting.

## ALTERNATIVES

1. Adopt a motion of support for the adoption of the proposed FY 2016/17 Annual Budget and Work Program, as requested.
2. Adopt a motion of support for the adoption of the proposed FY 2016/17 Annual Budget and Work Program, with modifications.
3. Defer action, pending additional information or staff analysis.

## FINANCIAL IMPACTS

As described above.

## RECOMMENDATION

Adopt a motion of support for the adoption of the proposed FY 2016/17 Annual Budget and Work Program.

Attachments (4):

- A. Proposed FY 2016/17 Annual Work Program
- B. Proposed FY 2016/17 Annual Budget
- C. Proposed FY 2016/17 Annual Budget – Line Item Detail
- D. Line Item Descriptions

**Attachment A**  
Proposed Fiscal Year 2016/17 Annual Work Program



The Transportation Authority's proposed Fiscal Year (FY) 2016/17 Work Program includes activities in five major divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data and Analysis, and 5) Finance and Administration. The Executive Director's office is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director's office is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: serving as the transportation sales tax administrator and Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program, administering the \$10 Prop AA vehicle registration fee and operating as the new Treasure Island Mobility Management Agency (TIMMA). Our work program also reflects the multi-disciplinary and collaborative nature of our roles in planning, funding and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

## PLAN

Long-range, countywide transportation planning, Board-responsive transportation planning and policy work, and planning for Treasure Island's new transportation system are the agency's core planning functions. In FY 2016/17, we will continue to implement recommendations from the 2013 SFTP, while we advance the Long Range Transportation Planning Project (LRTPP) and Treasure Island Mobility Management Program (TIMM Program) plans as part of multi-agency partnerships. We will also continue to further neighborhood transportation plans under our lead, while supporting efforts led by others.

In addition, we will undertake new planning efforts meant to inform and respond to emerging trends and policy areas (e.g. shared mobility). This strategic area of focus for our planning work is "active congestion management." Active congestion management is the planning, design, and operation of infrastructure or non-infrastructure-based tools to shape travel demand in real time.

Most of the FY 2016/17 activities listed below are strong multi-divisional efforts, often lead by the Planning Division in close coordination with Transportation, Data and Analysis; Capital Projects; and the Policy and Programming Divisions. Proposed activities include:

### Active Congestion Management:

- **Freeway Corridor Management Study (FCMS) Phase 2:** Continue Phase 2 corridor planning study efforts in close coordination with city, regional and state agencies to advance a feasible set of near-term freeway management projects for US 101 and I-280 corridors, as well as a strategic network of managed lanes for the future. Participate in the Metropolitan Transportation Commission's (MTC's) Managed Lanes Implementation Study.
- **Treasure Island Mobility Management Program:** Continue advancing the TIMM Program, which includes transit planning, congestion pricing and travel demand management on Treasure Island. Efforts this year will focus on advancing operational agreements for the first 5 years of Program operation, and advancing both program-wide planning and systems engineering in response to the development program schedule for Treasure Island. This effort will require integration of policies with the San Francisco Municipal Transportation Agency (SFMTA) and the Bay Area Tolling Authority (BATA) and coordination of project scope, schedule and implementation with a number of local partners.

## Attachment A

## Proposed Fiscal Year 2016/17 Annual Work Program



- **Bay Area Rapid Transit (BART) Perks:** In partnership with BART, we will conduct a travel incentives pilot program to evaluate use of incentives to shift peak period travel demand into San Francisco on BART. We will co-lead pilot design and lead the pilot's employer outreach and evaluation components. The pilot will use gamification and technology to generate changes in travel patterns as part of testing this new approach and its potential impacts.

## SFTP Implementation and Board Support:

- **Geary Corridor Bus Rapid Transit (BRT) Environmental Clearance and Design Support, Geneva Harney BRT Feasibility Study:** Complete environmental review of the Geary Corridor BRT study, transition project lead to the SFMTA, support the SFMTA's efforts to enter the project into the Federal Transit Administration's Small Starts program to secure federal funds, and provide engineering support and oversight as the SFMTA advances design of the near-term and core BRT projects.
- **Neighborhood Transportation Improvement Program:** Continue implementation of the sales tax-funded Neighborhood Transportation Improvement Program (NTIP), identified as a new equity initiative in the previous SFTP. We are lead agency for the District 2 Lombard "crooked street" access management study and the District 9 Alemany Interchange Improvement Studies. We will continue to work closely on identification and scoping new NTIP planning and capital efforts, in coordination with Board members and SFMTA's NTIP Coordinator, as well as to monitor and provide support to underway NTIP efforts led by other agencies.
- **Vision Zero Ramps Study:** Continue the Freeway Ramp Vision Zero Safety Assessment of pedestrian, bicycle, and vehicle conflicts and road safety on local San Francisco streets associated with I-80 on- and off- ramps. Phase 1 is funded by a District 6 NTIP Planning grant.
- **Late Night Transportation Study Phase II:** In partnership with the San Francisco Entertainment Commission and the Office of Economic and Workforce Development (OEWD), we lead several elements of the Late Night Transportation Study Phase II. This year we will complete a late night transit service plan revision and a recommendation for ongoing performance monitoring of late night transportation.

## Long Range, Countywide, and Inter-Jurisdictional Planning:

- **Bay Area Core Capacity Transit Study:** As part of the multi-agency project team, support this two-year MTC-led effort, looking at major transit capacity improvements for the core of San Francisco (Muni Metro) and the Transbay corridor (e.g. BART, AC Transit). This builds on recommendations from the 2013 SFTP. Results will feed into Plan Bay Area 2040 and the LRTPP.
- **San Francisco Transportation Plan (SFTP) Update:** In collaboration with San Francisco agencies and regional partners, complete a minor update of the 2013 SFTP in parallel with the Plan Bay Area update. This work includes updating project costs and scopes, reporting on trends, progress since the last update, and incorporating new sector work performed by the Transportation Authority and others such as the School Transportation Study and on shared mobility (see below).
- **Technology Enabled Transportation White Paper:** Lead a white paper, in collaboration with the SFMTA, to establish a policy framework, targets, and metrics to assess whether and how new transportation technologies, including autonomous vehicles, are helping San Francisco meet its primary SFTP goals related to healthy environment, livability, economic competitiveness, and state of good repair in addition to other transportation lenses such as equity and affordability. The outputs of this project will serve as a policy memorandum supporting the underway SFTP update as well as shaping future Transportation Authority (and potentially other agency) initiatives in this area.

**Attachment A**  
Proposed Fiscal Year 2016/17 Annual Work Program

**Travel Forecasting and Analysis for Transportation Authority Studies:** Provide modeling, data analysis, technical advice and graphics services to support efforts such as SFIP, Freeway Corridor Management Study, Balboa I-280 Interchange improvements, Congestion Management Program, Core Capacity Transit Study, Geary Corridor BRT environmental analysis, BART Travel Incentives Program, and the 6th Street Pedestrian Improvement Project.

**Modeling Service Bureau:** Provide modeling, data analysis, and technical advice to city agencies and consultants in support of many projects and studies. Expected service bureau support this year will be provided for the 16<sup>th</sup> Street Busway, Better Market Street Study, provide in-kind technical support to Transit Sustainability Program and Caltrain Railyard Alternatives and I-280 Boulevard Feasibility Study.

**Data Warehouse and Research Support:** Continue to serve as a data resource for city agencies, consultants, and the public and enhance data management and dissemination capabilities by developing web-based tools such as the “Count Dracula” portal for organizing, mapping, and analyzing traffic, bike, and pedestrian counts. Analyze and publish important results from the 2012 California Household Travel Survey. Support researchers working on topics that complement and enhance our understanding of travel behavior. Potential topics include: explore the potential use of new data sources from Transportation Network Companies (TNC’s) and private big data sources; explore the fusion of multiple geographic data sources such as cell phone data with transit fare card, vehicle location, and passenger data; investigate bicycle route choice data before and after the implementation of bicycle infrastructure projects.

**Model Consistency/Land Use Allocation:** Complete the requirements for model consistency in coordination with MTC as a part of the CMP update. Participate in Bay Area Model Users Group. Continue supporting the refinement of the Bay Area land use growth allocation model with the Planning Department, the Association of Bay Area Governments (ABAG) and MTC. Coordinate land use analysis activities in cooperation with these same agencies.

**Travel Demand Model Enhancements:** Implement numerous SF-CHAMP and Dynamic Traffic Assignment model improvements, with special emphasis on transit reliability and model performance. In conjunction with MTC and the Puget Sound Regional Council, continue development of a dynamic transit assignment model that will enhance our ability to analyze the impacts of service reliability and crowding on transit trip-making.

**FUND**

The agency was initially established to serve as the administrator of the Prop B half-cent sales tax (since superseded by Prop K). This remains one of the agency’s core functions, which has been complemented and expanded upon by several other roles which have subsequently been taken on including acting as the administrator for Prop AA and the TFCA County Program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; we advocate for discretionary funds and legislative changes to advance San Francisco project priorities; provide support to enable sponsors to comply with timely-use-of-funds and other grant requirements; and seek to secure new sources of revenues. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions.

**Fund Programming and Allocations:** Administer the Prop K sales tax, Prop AA vehicle registration fee, TFCA, Lifeline, One Bay Area Grant (OBAG), and Regional Improvement Program funds which the agency directly allocates or prioritizes projects for grant funding. Provide technical, strategic and advocacy support for a host of other fund programs such as the State’s Cap-and-Trade and Active Transportation Programs and federal competitive grant programs. Notable efforts planned for FY 2016/17 include:

- **Prop AA Strategic Plan Update:** Working closely with project sponsors and stakeholders, we will prepare the first update the Prop AA Strategic Plan to program approximately \$23 million in Prop AA

## Attachment A

## Proposed Fiscal Year 2016/17 Annual Work Program



funds to projects for the five year period spanning FY 2016/17 to FY 2020/21.

- **Prop K Customer Service and Efficiency Improvements:** This ongoing multi-division initiative will continue to improve the Transportation Authority's processes to make them more user friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. Improvements include design and implementation of an online allocation request form, upgrades to mystreetsf.com – our interactive project map, and ongoing enhancements to the Portal – our web-based grants management database.
- **One Bay Area Grant (OBAG) Cycle 2:** Pending finalization of guidance from MTC (anticipated in May/June 2016), we anticipate conducting a call for projects to program about \$40 million in OBAG county share funds in FY 2016/17. Extrapolating from earlier draft schedules, we anticipate project lists would be due to MTC in spring 2017.
- **Federal-Aid Sponsor Support and Streamlining Advocacy:** Our staff will continue to provide expertise in grants administration for federally funded projects and to play a leadership role in supporting regional efforts to streamline the current federal-aid grant processes and provide input to new guidelines being promulgated as a result of the federal FAST Act.

**Capital Financing Program Management:** Led together by the Finance and Administration Division and the Policy and Programming Division, we will continue to monitor financial performance, forecast future capital expenditures, analyze finance options, and develop recommendations for issuing and managing debt to enable accelerated delivery of sales-tax funded projects while minimizing financing costs. To support this core function, we are developing an upgraded Prop K Strategic Plan financing module that increases the sensitivity of the existing financial module to allow it to simultaneously model as portfolio of various short and long-term debt instruments (e.g. a loan revolver program used in combination with a sales tax revenue bond).

**Plan Bay Area 2040:** As CMA, continue to coordinate San Francisco's input to the 2017 Plan Bay Area update, drawing upon the 2013 SFTP recommendations and the SFTP-lite update that is underway. This includes advocating for San Francisco's priorities to be included in the adopted preferred scenario, providing input on related changes to regional fund program guidelines and policies, new revenue advocacy and other policy initiatives. This involves close coordination with San Francisco agencies, the Mayor's office, and our ABAG and MTC Commissioners, as well as coordination with Bay Area CMAs, the "big 3 cities" (San Francisco, Oakland, and San Jose), regional transit agencies and other community stakeholders.

**New Revenue Advocacy:** Advocate for San Francisco priorities and new regional, state and federal funds by providing Board member staffing, issue advocacy at various venues (such as at MTC committees, Bay Area CMA meetings, and SPUR) and ongoing coordination with, and appearances before, the MTC, California Transportation Commission, and federal agencies. Locally, we continue to lead efforts with the SFMTA to target the 2016 ballot for consideration of a new sales tax revenue measure as recommended by the Mayor's Transportation 2030 Task Force; work with our Board members, the Mayor's Office and the SFMTA on shaping San Francisco's input to BART's anticipated 2016 bond measure, and securing funding for new BART vehicles.

**Legislative Advocacy:** We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs, and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Working with other toll operators through the California Toll Operations Committee, we will identify and engage in legislative efforts to support our future Treasure Island work and other managed lanes efforts. Our advocacy builds off of SFTP recommendations, the agency's adopted legislative program (e.g. includes Vision Zero, new



**Attachment A**  
Proposed Fiscal Year 2016/17 Annual Work Program



revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies.

**Funding and Financing Strategy:** Provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, Central Subway, Transbay Transit Center/Downtown Extension and Van Ness Avenue and Geary Corridor BRT. Continue to serve as a funding resource for all San Francisco project sponsors, including brokering fund swaps, as needed.

**Fiscal Agent/Advisor:** Continue to serve as fiscal agent for City CarShare's eFleet: Carsharing Electrified Project, which will deploy a fleet of electric vehicles with supportive infrastructure and operations. Provide ongoing funding and technical support to Bayview Mobility Study community group exploring van-sharing operations in the Bayview.

## **DELIVER**

The timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and overseeing the delivery of the Prop K sales tax major capital projects, such as the Presidio Parkway, the SFMTA's Central Subway, Radio Replacement and facility upgrade projects; the Transbay Transit Center/Caltrain Downtown Extension; and Caltrain Electrification. The agency is also serving as lead agency for the delivery of certain projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and I-280/Balboa Park Area Freeway Ramps projects, which typically are multi-jurisdictional in nature and often involve significant coordination with the California Department of Transportation (Caltrans). Key delivery activities for FY 2016/17 include the following:

### **Transportation Authority – Lead Construction:**

- **I-80/YBI West Bound (WB) On-Off Ramps Project and Yerba Buena Island Bridge Structures:** Continue to lead construction of new I-80/YBI WB on-off ramps on the east side of YBI. Continue supplemental environmental analysis, final engineering and design of the West Side Bridges and prepare for construction. Includes sponsorship of Assembly Bill 2374 Construction Manager/General Contractor (CM/GC) legislation an alternative delivery method for the West Side Bridges project. Work with Caltrans and BATA to construct bicycle/pedestrian touchdown improvements on YBI. Continue coordination activities with Caltrans, BATA, the OEWD and the Treasure Island Development Authority. Work with Caltrans, BATA, Treasure Island Development Authority (TIDA), and the US Coast Guard on implementation of the proposed Southgate Road Realignment in the vicinity of the EB on-off ramps. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 is anticipated to be completed winter/spring of 2017.
- **Presidio Parkway Project:** Continue supporting Caltrans with construction management and design support during construction; serve as lead for various components of the public private partnership (P3) contract; work with Caltrans to ensure compliance with conditions associated with prior allocations of federal economic stimulus funds; actively assist Caltrans with oversight of the P3 contract including implementation of various programs outlined in the contract such as the Workforce Development Program and the Underutilized Disadvantaged Business Enterprise Program. In FY 2016/17, we anticipate completing the P3 study that is comparing the effectiveness of delivering Phase 1 of the project using the more tradition design-bid-build model, with Phase 2 which is being delivered as a P3. We anticipate construction close-out for Phase 2 by fall/winter of 2017.

**Attachment A**  
Proposed Fiscal Year 2016/17 Annual Work Program



**Transportation Authority – Lead Project Development:**

- **I-280 Interchange Modifications at Balboa Park Ramps:** Continue leading next steps for implementing recommendations from the Balboa Park Circulation Study. This includes working towards achieving Caltrans approval and environmental clearance of the realignment of the southbound I-280 off-ramp to Ocean Avenue (to improve safety at the ramp/local street interface) by April 2017, and preparing a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, anticipated to be completed by late 2017.
- **Quint-Jerrold Connector Road:** Coordinate with San Francisco agencies on right of way issues with Union Pacific Railroad and Caltrain and advance design and support the Quint Street Bridge Replacement.

**Transportation Authority – Project Delivery Support:**

- **Caltrain Early Investment Program and California High-Speed Rail Program:** Coordinate with the California High-Speed Rail Authority (CHSRA) and San Francisco agencies on high-speed rail issues affecting the city; work with Caltrain, MTC, the Mayor’s Office and other Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program including the Communications Based Overlay Signal System and Electrification projects. Continue to work closely with aforementioned stakeholders to fully fund electrification and support delivery of the blended system to the Peninsula corridor that extends to the new Transbay Transit Center.
- **Central Subway:** Project management oversight; scope/cost/schedule and funding assessment and strategy.
- **Transbay Transit Center/Caltrain Downtown Extension:** Project management oversight and provide support for Board member participation on other oversight bodies (TJPA, Board of Supervisors), assist with funding assessment and strategy and participate on Planning Department-led Railyard/Boulevard Study.
- **Van Ness Avenue BRT:** Project engineering support, environmental compliance, and general project oversight. Work closely with SFMTA and an interagency project team to maintain project integrity and quality while controlling budget and schedule. Assist the SFMTA in implementing a Construction Manager/General Contractor (CM/GC) approach to construction.
- **Vision Zero:** Continue to support the Vision Zero Committee and agency staff in delivering the program of projects that will enable San Francisco to achieve the goal of Vision Zero.
- **Engineering Support:** Provide engineering support, as needed, for other Transportation Authority-led planning and programming efforts.

**TRANSPARENCY & ACCOUNTABILITY**

This section of the work program highlights ongoing agency operational activities, and administrative processes to ensure transparency and accountability in the use of taxpayer funds. It includes ongoing efforts lead by the Finance and Administration Division (e.g. accounting, human resources, procurement support), by the Transportation, Data and Analysis Division (e.g. IT and systems integration support), and by the Executive Office (e.g. Board operations and support, budgeting and communications) as listed below:

- **Board Operations and Support:** Staff Transportation Authority Board meetings including standing and ad hoc committees, Vision Zero Committee and Treasure Island Mobility Management Agency meetings.
- **Audits:** Prepare, procure, and manage fiscal compliance and management audits.



**Attachment A**  
Proposed Fiscal Year 2016/17 Annual Work Program



- **Budget, Reports and Financial Statements:** Develop and administer Transportation Authority budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.
- **Accounting and Grants Management:** Maintain payroll functions, general ledger and accounting system, including paying, receiving and recording functions. Manage grants and prepare invoices for reimbursement.
- **Systems Integration:** Ongoing enhancement and maintenance of the enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations and financial reporting, as well as enabling improved data sharing with Portal (web-based grants management database used by agency staff and project sponsors).
- **Contract Support:** Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreement and Understanding.
- **Disadvantaged Business Enterprise and Local Business Enterprise:** Administer program, review and update policy for any new state and federal requirements, conduct outreach and review applications and award certifications.
- **Communications and Community Relations:** Execute the agency's communications strategy with the general public, the agency's board, various interest groups and other government agencies. This is accomplished through various means, including fostering media and community relations, developing strategic communications plans for projects and policy initiatives, disseminating agency news and updates through "The Messenger" newsletter, supporting public outreach and helping coordinate events to promote the agency's work. This year the agency plans to develop an agency-wide strategic communications plan to institutionalize best practices.
- **Website Maintenance:** Update content and maintain and enhance interactive project delivery reporting features such as the mystreetsf.com project map.
- **Policies:** Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.
- **Human Resources:** Administer recruitment, personnel and benefits management and office procedures. Conduct or provide training for staff.
- **Office Management and Administrative Support:** Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Authority as required with preparation of agenda packets and minutes, updates to website and clerking meetings.
- **Legal Issues:** Manage routine legal issues, claims and public records requests.
- **Information Technology:** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.

**San Francisco County Transportation Authority  
Attachment B  
Proposed Fiscal Year 2016/17 Annual Budget**



**Proposed Budget by Fund**

	Vehicle				Treasure Island Mobility Management Agency Program	Proposed Budget Fiscal Year 2016/17	Increase/ (Decrease) from Prior Year	Amended Budget Fiscal Year 2015/16
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program				
<b>Revenues:</b>								
Sales Tax Revenues	\$ 108,219,139	\$ -	\$ -	\$ -	\$ -	\$ 108,219,139	\$ 6,925,564	\$ 101,293,575
Vehicle Registration Fee	-	-	-	4,834,049	-	4,834,049	57,509	4,776,540
Interest Income	329,206	-	2,500	3,000	-	334,706	-	334,706
Federal/State/Regional Revenues	99,670	10,509,670	751,324	-	1,000,000	12,360,664	(92,353,010)	104,713,674
Other Revenues	42,212	4,333	-	-	-	46,545	(2,712)	49,257
<b>Total Revenues</b>	<b>108,690,227</b>	<b>10,514,003</b>	<b>753,824</b>	<b>4,837,049</b>	<b>1,000,000</b>	<b>125,795,103</b>	<b>(85,372,649)</b>	<b>211,167,752</b>
<b>Expenditures:</b>								
Capital Project Costs	201,997,327	9,517,185	1,158,590	6,533,249	737,000	219,943,351	(40,616,842)	260,560,193
Administrative Operating Costs	6,285,912	2,380,606	44,765	245,859	344,191	9,301,333	(131,354)	9,432,687
Debt Service	960,000	-	-	-	-	960,000	-	960,000
<b>Total Expenditures</b>	<b>209,243,239</b>	<b>11,897,791</b>	<b>1,203,355</b>	<b>6,779,108</b>	<b>1,081,191</b>	<b>230,204,684</b>	<b>(40,748,196)</b>	<b>270,952,880</b>
<b>Other Financing Sources (Uses):</b>	2,535,021	1,383,788	-	-	81,191	4,000,000	24,000,000	(20,000,000)
<b>Prior Year Expenditure Carryover:</b>	-	-	-	-	-	-	(5,475,973)	5,475,973
<b>Net Change in Fund Balance</b>	<b>\$ (98,017,991)</b>	<b>\$ -</b>	<b>\$ (449,531)</b>	<b>\$ (1,942,059)</b>	<b>\$ -</b>	<b>\$ (100,409,581)</b>	<b>\$ (15,148,480)</b>	<b>\$ (85,261,101)</b>
Budgetary Fund Balance, as of July 1	\$ 17,381,125	\$ -	\$ 617,934	\$ 4,750,887	\$ -	\$ 22,749,946	N/A	N/A
Budgetary Fund Balance, as of June 30	\$ (80,636,866)	\$ -	\$ 168,403	\$ 2,808,828	\$ -	\$ (77,659,635)	N/A	N/A

**San Francisco County Transportation Authority  
Attachment C  
Proposed Fiscal Year 2016/17 Annual Budget  
Line Item Detail**



	Proposed Budget by Fund						Amended 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 Fiscal Year 2016/17	
<b>Revenues:</b>							
Sales Tax Revenues	\$ 108,219,139	\$ -	\$ -	\$ -	\$ -	\$ 108,219,139	\$ 101,293,575
Vehicle Registration Fee	-	-	-	4,834,049	-	4,834,049	4,776,540
Interest Income	329,206	-	2,500	3,000	-	334,706	334,706
<b>Federal/State/Regional Revenues</b>							
Federal BART Travel Incentives Program	-	158,400	-	-	-	158,400	278,400
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	256,667	-	-	-	256,667	110,962
Federal FHWA Transit Reliability Research	-	48,500	-	-	-	48,500	41,500
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	2,672,458	-	-	-	2,672,458	20,875,671
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	4,051,509	-	-	-	4,051,509	1,934,656
Federal San Francisco Freeway Performance Initiative Study	-	-	-	-	-	-	278,048
Federal Strategic Highway Research Program	-	118,461	-	-	-	118,461	123,947
Federal Surface Transportation Program 3% Revenue	-	1,385,317	-	-	-	1,385,317	911,683
State Planning, Programming & Monitoring SB45 Funds	-	447,000	-	-	-	447,000	-
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	346,245	-	-	-	346,245	2,704,665
Regional Agency Contributions - Model Service Bureau	-	114,601	-	-	-	114,601	85,964
Regional BART - Travel Incentives Program	-	25,000	-	-	-	25,000	53,800
Regional Golden Gate Bridge, Highway and Transportation District - Presidio Parkway	-	-	-	-	-	-	75,000,000
Regional San Francisco (OEWD) - Late Night Transportation	-	-	-	-	-	-	125,000
Regional San Francisco (Planning) - Long-Range Transportation Planning Program	-	660,412	-	-	-	660,412	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
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study	99,670	-	-	-	-	99,670	-
Regional San Francisco (SFMTA) - School Transportation Survey	-	25,100	-	-	-	25,100	-
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	1,000,000	1,000,000	750,000
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	751,324	-	-	751,324	772,398
<b>Other Revenues</b>							
Local Match: City CarShare eFleet Carsharing Electrified	-	4,333	-	-	-	4,333	1,873
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	-	2,000	2,000
Sublease of Office Space	40,212	-	-	-	-	40,212	45,384
<b>Total Revenues</b>	<b>108,690,227</b>	<b>10,514,003</b>	<b>753,824</b>	<b>4,837,049</b>	<b>1,000,000</b>	<b>125,795,103</b>	<b>211,167,752</b>
							<b>(85,372,649)</b>

**San Francisco County Transportation Authority  
Attachment C  
Proposed Fiscal Year 2016/17 Annual Budget  
Line Item Detail**



	Proposed Budget by Fund							Amended 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 Fiscal Year 2016/17	Increase/ (Decrease) from Prior Year	
<b>Expenditures:</b>								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	200,000,000	-	1,158,590	6,508,249	-	207,666,839	54,353,662	153,313,177
Technical Professional Services	1,997,327	9,517,185	-	25,000	737,000	12,276,512	(94,970,504)	107,247,016
Administrative Operating Costs								
Personnel Expenditures								
Salaries	2,692,305	1,496,708	30,440	123,297	205,830	4,548,580	(91,675)	4,640,255
Fringe Benefits	1,266,967	704,333	14,325	58,022	96,861	2,140,508	(41,079)	2,181,587
Pay for Performance	194,965	-	-	-	-	194,965	-	194,965
Non-personnel Expenditures								
Administrative Operations	1,916,575	179,565	-	64,540	35,900	2,196,580	-	2,196,580
Equipment, Furniture & Fixtures	144,700	-	-	-	-	144,700	-	144,700
Commissioner-Related Expenses	70,400	-	-	-	5,600	76,000	1,400	74,600
Debt Service								
Interest and Fiscal Charges	960,000	-	-	-	-	960,000	-	960,000
Total Expenditures	209,243,239	11,897,791	1,203,355	6,779,108	1,081,191	230,204,684	(40,748,196)	270,952,880
<b>Other Financing Sources (Uses):</b>								
Transfers in - Prop K Match to Grant Funding	-	1,383,788	-	-	81,191	1,464,979	(7,425,474)	8,890,453
Transfers out - Prop K Match to Grant Funding	(1,464,979)	-	-	-	-	(1,464,979)	7,425,474	(8,890,453)
Revolver Loan Repayment	(21,000,000)	-	-	-	-	(21,000,000)	(1,000,000)	(20,000,000)
Draw on Revolver Loan	25,000,000	-	-	-	-	25,000,000	-	-
Total Other Financing Sources (Uses)	2,535,021	1,383,788	-	-	81,191	4,000,000	24,000,000	(20,000,000)
<b>Prior Year Expenditure Carryover</b>							(5,475,973)	5,475,973
<b>Net Change in Fund Balance</b>	\$ (98,017,991)	\$ -	\$ (449,531)	\$ (1,942,059)	\$ -	\$ (100,409,581)	\$ (15,148,480)	\$ (85,261,101)
Budgetary Fund Balance, as of July 1	\$ 17,381,125	\$ -	\$ 617,934	\$ 4,750,887	\$ -	\$ 22,749,946	N/A	N/A
Budgetary Fund Balance, as of June 30	\$ (80,636,866)	\$ -	\$ 168,403	\$ 2,808,828	\$ -	\$ (77,659,635)	N/A	N/A

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

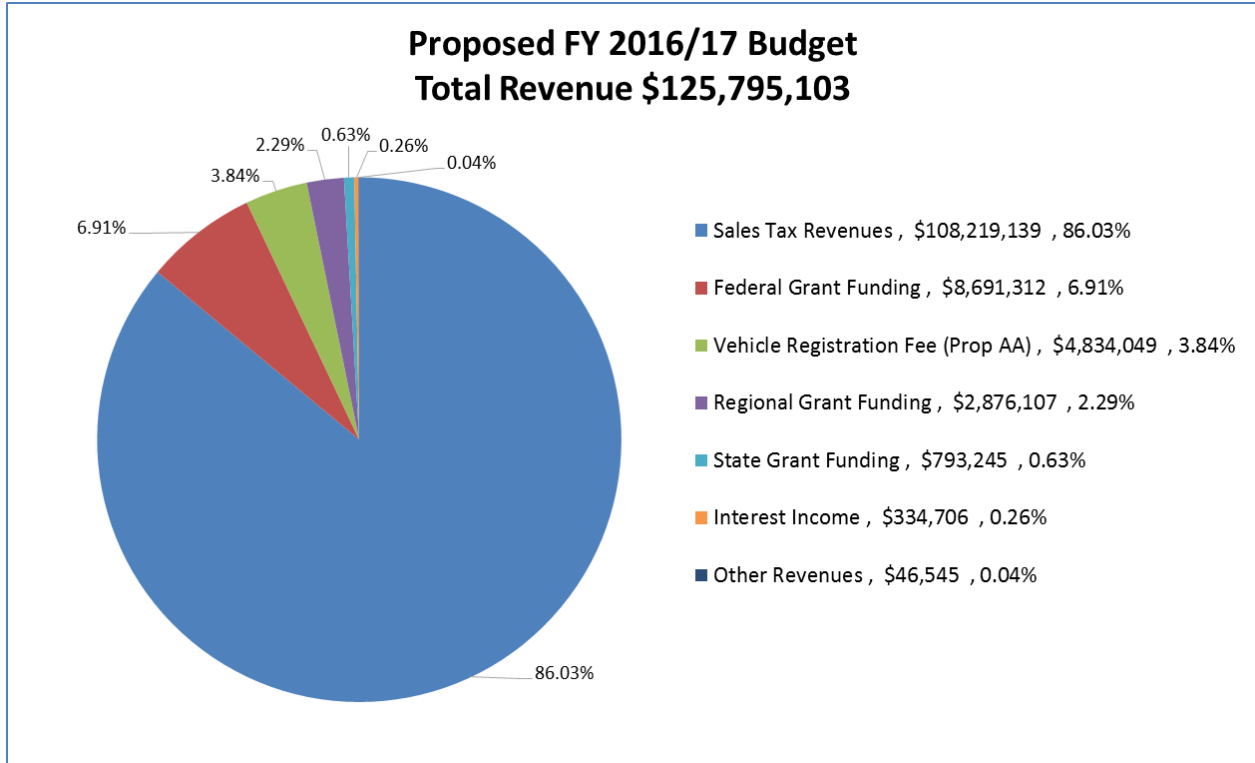
Fund Reserved for Program and Operating Contingency \$ 10,821,914 \$ - \$ 75,132 \$ 483,405 \$ - \$ 11,380,451

Attachment D  
Line Item Descriptions



**TOTAL PROJECTED REVENUES..... \$125,795,103**

The following chart shows the composition of revenues for the proposed FY 2016/17 budget.



Prop K Sales Tax Revenues: .....\$108,219,139

The budgeted revenues for Sales Tax programs are from a voter-approved levy of 0.5% sales tax in the County of San Francisco for transportation projects and programs included in the voter-approved Expenditure Plan. The 2003 Prop K Sales Tax Revenue’s Expenditure Plan includes investments in four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people and 4) Transportation System Management/Strategic Initiatives. Based on Fiscal Year (FY) 2015/16 revenues to date, the Transportation Authority projects FY 2016/17 sales tax revenues to increase compared to the budgeted revenues for FY 2015/16 by 6.8% or \$6.9 million. The sales tax revenue projection is net of the Board of Equalization’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues: ..... \$4,834,049

These revenues (excluding interest earnings budgeted in Interest Income) fund projects that will be delivered under Prop AA’s Expenditure Plan. This measure, approved by San Francisco voters in November 2010, collects an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco. Revenues must be used to fund projects included in the voter-approved Expenditure Plan, such as local road repairs, pedestrian safety improvements, and transit reliability improvements. This amount is net of the Department of Motor Vehicle’s charges for the collection of these fees.

Attachment D  
Line Item Descriptions



Interest Income: ..... \$334,706

Most of the Transportation Authority’s investable assets are deposited in the City’s Treasury Pool. Based on the average interest income earned over the past year, the deposits in the Pooled Investment Fund are assumed to earn approximately 0.7% for FY 2016/17. The level of Transportation Authority deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. An average sales tax fund budget cash balance during the year of approximately \$40 million was assumed. The budget cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed.

Sales Tax Program Regional Revenues: ..... \$99,670

The Sales Tax program revenues for FY 2016/17 will be used to cover ongoing professional and technical service contracts required to implement the Sales Tax programs. The Transportation Authority will receive contributions from the San Francisco Municipal Transportation Agency (SFMTA) in support of the Alemany Interchange Improvement Study. The study will be used 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.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues: ..... \$10,509,670

The CMA program revenues (excluding Other Revenues) for FY 2016/17 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in the Transportation Authority’s role as CMA. The FY 2016/17 budget includes \$7.1 million from federal and state funding for work on the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and YBI Bridge structures (collectively known as YBI Project). CMA revenues are also comprised of federal, state and regional grant funds, including funds received from the Federal Highway Administration, Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Several of these grants are project-specific, such as those for the BART Travel Incentives Program, Strategic Highway Research Program, Transit Reliability Research Project, and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for eFleet: Car Sharing Electrified project. Other funding sources, such as federal Surface Transportation Program and state Planning, Programming, and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the Freeway Corridor Management Study and San Francisco Transportation Plan update. Regional CMA program revenues include technical and travel demand model services provided to City agencies in support of various projects and studies, such as the Long-Range Transportation Planning Program.

Transportation Fund for Clean Air (TFCA) Program Regional Revenues: ..... \$751,324

The TFCA Vehicle Registration Fee Revenues (excluding interest earnings included in Interest Income above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. Budgeted revenues are based on a funding estimate provided by the Bay Area Air Quality Management District, which administers these revenues.



Attachment D  
Line Item Descriptions



Treasure Island Mobility Management Agency (TIMMA) Program Regional Revenues:..... \$1,000,000

The FY 2016/17 budget for TIMMA consists of local funds from the Treasure Island Development Authority (TIDA) matched by Prop K sales tax revenues. The TIDA funds provide support for administrative, operating, planning and engineering functions including: developing agency policies and partnership agreements; project management; planning; engineering, including systems engineering, civil engineering, and environmental analyses; and direct costs. The budget includes ongoing staffing and professional/technical service contracts required to conduct pre-implementation engineering, planning, and administration.

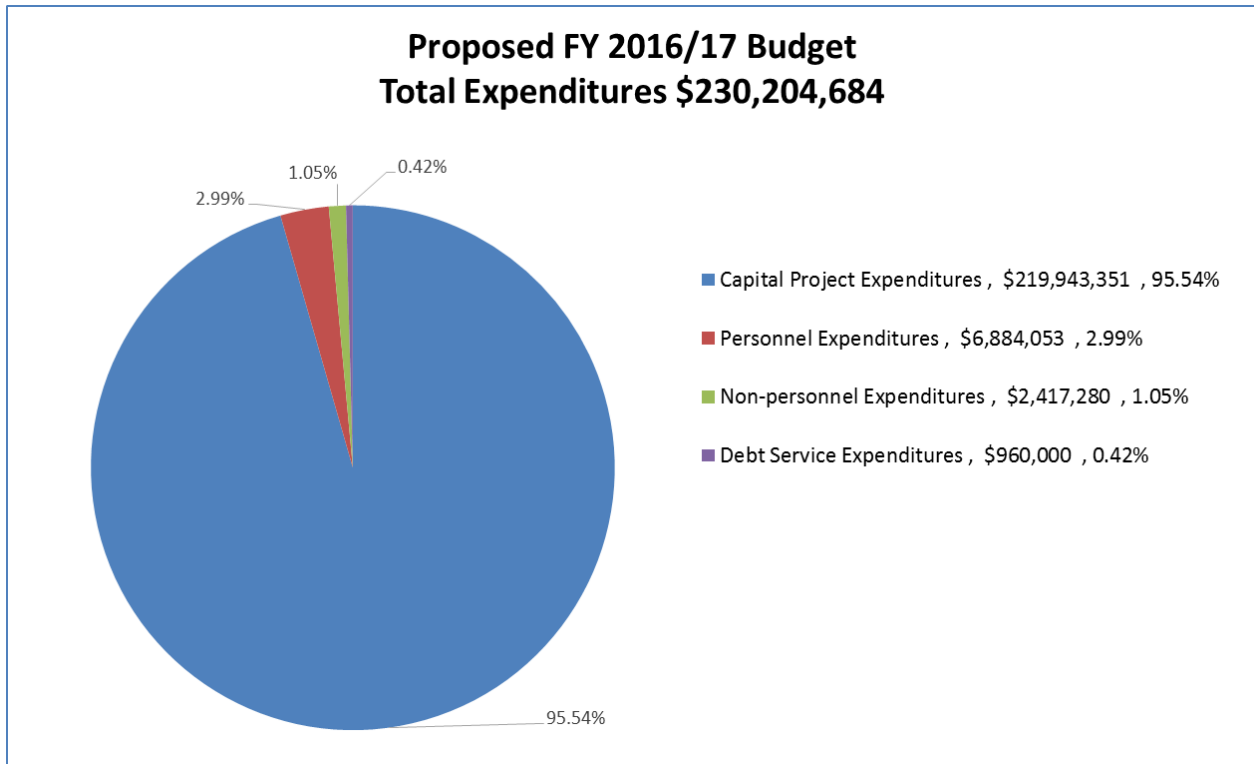
Other Revenues: ..... \$46,545

Other revenues budgeted in FY 2016/17 include contributions from City CarShare for the eFleet: CarSharing Electrified Project and revenues from the sublease of office space.

**TOTAL PROJECTED EXPENDITURES .....\$230,204,684**

The Transportation Authority’s Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$219.9 million, Administrative Operating Expenditures of \$9.3 million, and Debt Service Expenditures of \$960,000.

The following chart shows the composition of expenditures for the proposed FY 2016/17 budget.



**Attachment D  
Line Item Descriptions**



**CAPITAL EXPENDITURES..... \$219,943,351**

Capital expenditures in FY 2016/17 are budgeted to decrease from the FY 2015/16 Amended Budget by an estimated 15.6%, which is primarily due to the completion of a one-time milestone payment in FY 2015/16 at substantial completion of construction activities for the Presidio Parkway project. However, we anticipate higher capital expenditures for the Prop K program overall aside from Presidio Parkway, and lower capital expenditures for Prop AA capital programs, as compared to FY 2015/16. Project expenditures by Program Fund are detailed below.

**Sales Tax Program Expenditures:.....\$201,997,327**

The estimate for sales tax capital expenditures is a placeholder reflecting a combination of estimated cash flow needs for existing allocations based on review of reimbursements, progress reports and conversations with project sponsors, as well as anticipated new allocations estimated for FY 2016/17. The anticipated largest capital project expenditures include the SFMTA's vehicle procurements, Radio Communications System & Computer-Aided Dispatch Replacement and Central, Control and Communications projects; and the Transbay Joint Powers Authority's Transbay Transit Center/Downtown Extension Project. When we bring the proposed budget to the CAC for action in May, we may have a refined number based on more up to date information about likely FY 2015/16 reimbursement requests (as we receive third quarter billings) and anticipated FY 2016/17 expenditures from project sponsors. We anticipate concurrently bringing a request for approval to draw down the remaining \$25 million in capacity available from our Revolving Credit Loan to help meet capital expenditure cash needs in the first half of FY 2016/17. This is an interim step as we work with project sponsors, particularly the SFMTA, to refine our forecast of when and how much additional financing may be needed to meet Prop K's capital expenditure needs. If this is indeed necessary, we would bring this information back to the CAC as part of a mid-year budget revision.

**CMA Programs Expenditures:..... \$9,517,185**

This line item includes staff time and technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill the Transportation Authority's CMA responsibilities under state law. Included are various planning efforts and projects such as the Geary Corridor Bus Rapid Transit project, Freeway Corridor Management Study, San Francisco Transportation Plan update, I-280 Balboa Park Interchange Modifications Initiation Phase, Core Capacity Transit Study, eFleet Carsharing Electrified, Strategic Highway Research Program and travel demand model services. Also included is the final phase of construction and engineering activities for the YBI Project, which is supported by federal and state funding matched with funds from TIDA.

**TFCA Program Expenditures:..... \$1,158,590**

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2015/16. It also includes an estimate for expenditures for the FY 2016/17 program of projects, which is scheduled to be approved by the Transportation Authority Board in June 2016.



Attachment D  
Line Item Descriptions



Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures:  
..... \$6,533,249

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Expenditure Plan, the revenues will be used for design and construction of ready-to-go local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2016/17 projects based on the approved Prop AA Strategic Plan, and carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2015/16. The largest capital project expenditures include the Brannan Street Pavement Renovation project, the Broadway Chinatown Streetscape Improvement project, and the Dolores Street Pavement Renovation project.

Treasure Island Mobility Management Agency (TIMMA) Program Expenditures:..... \$737,000

This line item includes technical consulting services which are needed in order to fulfill the Transportation Authority’s responsibilities as TIMMA, per state and local law. Technical consulting services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded: for the Treasure Island System Manager; On-Call demand model development and application; On-Call transportation planning; and project management support. Additional technical services contracts anticipated in this line item include strategic communications, legal services, and outreach services.

**ADMINISTRATIVE OPERATING EXPENDITURES ..... \$9,301,333**

Operating expenditures include personnel expenditures, administrative expenditures, commissioner-related expenditures, and equipment, furniture and fixtures.

Personnel:..... \$6,884,053

Personnel costs are budgeted at a lower level by 1.9% compared to the FY 2015/16 Amended Budget, due to cost savings related to recent staff hires and the reclassification of two positions, approved in November 2015 through Resolution 16-24. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Transportation Authority employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Non-Personnel: ..... \$2,417,280

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all Transportation Authority activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment; computer hardware; licensing requirements for computer software; and an allowance for replacement furniture and fixtures. This line item also includes Commissioner meeting fees, and compensation for Commissioners’ direct furniture, equipment and materials expenditures. Non-personnel expenditures are budgeted at a similar level as in the FY 2015/16 Amended Budget.

Attachment D  
Line Item Descriptions



**DEBT SERVICE EXPENDITURES..... \$960,000**

In June 2015, the Transportation Authority substituted its \$200 million commercial paper notes (Limited Tax Bonds), Series A and B with a \$140 million tax-exempt revolving credit loan agreement (Revolver Credit Loan). The Revolver Credit Loan expires on June 8, 2018, with options to renew. As of December 31, 2015, \$114.7 million of the Revolving Credit Loan was outstanding. This line item assumes the same level of interest and fiscal charges as in the FY 2015/16 Amended Budget.

**OTHER FINANCING SOURCES/USES..... \$4,000,000**

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2016/17 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal and state grants such as the Surface Transportation Program and TIMMA Program. This line item also assumes a continuation of the current Revolving Loan Agreement and a \$21 million repayment against the outstanding \$114.7 million balance. In addition, the estimated level of sales tax capital expenditures for FY 2016/17 may trigger the need to drawdown the unutilized Revolving Credit Loan balance of approximately \$25 million. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA. If some of the largest projects continue to progress as currently anticipated, we would expect to seek approval for additional financing capacity concurrent with a mid-year budget revision. The size and duration of needed financing will be easier to forecast following receipt of FY 2015/16 fourth quarter invoices.

**BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$11,380,451**

The Transportation Authority's Fiscal Policy directs that the Transportation Authority shall allocate not less than five percent (5%) and up to fifteen percent (15%) of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$10.8 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. The Transportation Authority has also set aside \$483,405 and \$75,132 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program and TFCA Program.



# Memorandum

**Date:** 05.18.16 **RE:** Citizens Advisory Committee  
May 25, 2016

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Fiscal Year 2016/2017 Transportation Fund for Clean Air Program of Projects

## Summary

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for the TFCA Program Manager funds. In February we issued the call for Fiscal Year 2016/2017 TFCA applications. We received six project applications by the April 29, 2016 deadline, requesting \$1,476,415 in TFCA funds compared to \$972,257 in available funds. Two applications were subsequently withdrawn to allow for additional project development. We reviewed the remaining projects for eligibility, then evaluated eligible projects following the Board-adopted local expenditure criteria which include project type (e.g., first priority to zero emission projects), cost effectiveness of emissions reduced, program diversity, project readiness, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Based on this review, we are recommending full funding for the Gator Pass Implementation Project, Alternative Fuel Taxicab Incentive Program, and Emergency Ride Home. We are recommending partial funding for the Short Term Bike Parking project which is scalable and is least cost effective.

## BACKGROUND

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed on a competitive basis to applicants from the nine Bay Area counties. The TFCA Regional Fund is administered by the Air District through a separate application process.

On February 25, 2016 we issued the call for Fiscal Year (FY) 2016/2017 TFCA applications to San Francisco project sponsors. We received six project applications by the April 29, 2016 deadline, requesting \$1,476,415 in TFCA funds compared to \$972,257 in available funds. Subsequent to the deadline, the University of California San Francisco's (UCSF) application for Dogpatch Bike Lanes and

the San Francisco Municipal Transportation Agency's (SFMTA) application for Business Relocation Outreach Travel Demand Management (TDM) were withdrawn to allow for additional project development. UCSF will work with the SFMTA and local developers to advance conceptual engineering for the Dogpatch Bike Lanes. The SFMTA may seek future Prop K funds for the TDM project. The remaining four applications are requesting a total of \$1,111,269 in TFCA funds.

## DISCUSSION

The purpose of this memorandum is to present the staff recommendation for San Francisco's FY 2016/17 TFCA Program of Projects to the Citizens Advisory Committee, and to seek a motion of support for its approval.

**Available Funds:** We have a total of \$972,257 in available TFCA funds to program in FY 2016/17. As shown in the table below, this amount is comprised of estimated FY 2016/17 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

<b>Estimated TFCA Funds Available for Projects FY 2016/17</b>	
Estimated TFCA Revenues (FY 2016/17)	\$751,324
Interest Income	\$2,500
De-obligated Funds from Prior Cycles	\$256,000
Total Funds	\$1,009,824
5% Administrative Expense	(\$37,567)
<b>Total Available for Projects</b>	<b>\$972,257</b>

Unused funds from earlier projects were deobligated and made available for the 2016/17 call for projects. These funds came from two projects that were completed under budget over the past year and three projects that were cancelled without any expenses having been reimbursed. After netting out 5% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is \$972,257.

**Prioritization Process:** We evaluated the TFCA project applications following the prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits vary by project type: for 2016/17 the limit for Ridesharing Projects, which encompasses transit and transportation demand management projects, is \$90,000 per ton of emissions reduced and the limit for the Bicycle Projects and Alternative Fuel Light-Duty Vehicles categories \$250,000 per ton of emissions reduced.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the

submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e., readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO<sub>2</sub>) emissions reduced by each project. CO<sub>2</sub> emissions are estimated in the Air District's CE worksheets, but are not a factor in the CE calculations.

**Staff Recommendation:** Attachment 2 shows the four candidate projects and other information including a brief project description, total project cost, and the amount of TFCA funds requested. We are recommending TFCA funding for all four candidate projects, which includes two transportation demand management projects, one bicycle parking project, and one alternative fuel vehicle project. Three of the four projects recommended for funding are zero emissions non-vehicles projects, which is the top priority project type in the Transportation Authority's prioritization criteria.

We are recommending full funding for the Gator Pass Implementation Project, Alternative Fuel Taxicab Incentive Program, and Emergency Ride Home, and partial funding for the Short Term Bike Parking project which is scalable and is least cost effective.

**Schedule for Funds Availability:** We expect to enter into a master funding agreement with the Air District by July 2016 after which we will issue grant agreements for the recommended FY 2016/17 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in August or September 2016.

## ALTERNATIVES

1. Adopt a motion of support for the FY 2016/17 TFCA Program of Projects, as requested.
2. Adopt a motion of support for the FY 2016/17 TFCA Program of Projects, with modifications.
3. Defer action, pending additional information or further staff analysis.

## FINANCIAL IMPACTS

The estimated total budget for the recommended FY 2016/17 TFCA program is \$1,009,824. This includes \$972,257 for the four proposed projects and \$37,567 for administrative expenses. The latter is consistent with Air District rules, which allow the Transportation Authority to set aside up to 5% of each year's annual income to use for administrative expenses. Revenues and expenditures for the TFCA program are included in the proposed Transportation Authority's FY 2016/17 budget, which will be considered for adoption by the Transportation Authority Board in June 2016.

## RECOMMENDATION

Adopt a motion of support for the FY 2016/17 TFCA Program of Projects.

Attachments (3):

1. FY 2016/17 TFCA Local Expenditure Criteria
2. FY 2016/17 TFCA Program of Projects – Detailed Staff Recommendation
3. FY 2016/17 TFCA Program of Projects – Summary Staff Recommendation



## Attachment 1

### Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA)

#### DRAFT LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2016/17 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

#### ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2016/17. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project (both Regional Funds and County Program Manager Funds combined) are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2016/17 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO<sub>x</sub>, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.**

#### PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

**Step 1** - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

**Step 2** - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2016/17 funds are not programmed by November 2016, funds can be redirected (potentially to non-San

Francisco projects) at the Air District's discretion. New candidate projects must meet all of the TFCA eligibility requirements, and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

### Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

#### **Project Type** – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**Emissions Reduced and Cost Effectiveness** – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO<sub>x</sub>, PM, and CO<sub>2</sub> emissions. However, the Air District's calculation only includes the reductions in ROG, NO<sub>x</sub>, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco's 2004 *Climate Action Plan for San Francisco*.

**Project Delivery** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2017 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

**Other Considerations** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2014/15 or 2015/16:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Authority; or the project sponsor has violated the terms of the funding agreement.



**Attachment 2**  
**San Francisco County Transportation Authority**  
**Draft Fiscal Year 2016/2017 TFCA Program of Projects – Detailed Staff Recommendation**

<b>PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by cost-effectiveness (CE) ratio]</b>										
No.	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFSU	<b>Gator Pass Implementation Project</b> - SF State students have voted to adopt a mandatory fee to provide Muni Class Passes and BART discounts to all SF State students. The requested funds would support implementation, including providing students with Clipper Cards tailored to the project and implementing the technology needed to provide a discount specifically for SF State students travelling on BART to/from Daly City Station. Additional implementation funds come from MTC (\$120,000) and from the student fee (\$110,000). The pass program is structured to be revenue neutral, consistent with BART and Muni policies. Our recommendation is contingent on the project receiving all necessary approvals from SFSU, the California State University, SFMTA, and BART, which are all expected by June 2016.	7	1	Yes	\$24,741	7617.7	\$580,000	\$350,000	\$350,000
2	SFMTA	<b>Alternative Fuel Taxicab Incentive Program</b> - This project is an Alternative Fuel Rebate/Incentive Program for new vehicles. Under this program, taxicab companies will have the opportunity to purchase new alternative fuel vehicles (hybrid, CNG, or electric) and will be able to submit proof of purchase materials to receive a rebate of \$2,500 for hybrid vehicles or \$3,500 for electric or accessible vehicles, which are typically more expensive than hybrid vehicles.	Citywide	3	No	\$59,211	384.5	\$250,000	\$250,000	\$250,000
3	SFE	<b>Emergency Ride Home</b> - Provides a free or low cost ride home in cases of emergency for employees who use alternative modes to get to work. The ride comes in the form of taxi, carshare or rental car reimbursement to employees of businesses participating in the program when a supervisor-approved unscheduled overtime or an emergency situation occurs. This program provides one year of funding for processing employer registrations and reimbursements.	Citywide	1	Yes	\$84,159	229.9	\$36,269	\$36,269	\$36,269
4	SFMTA	<b>Short Term Bicycle Parking</b> - Bicycle parking spaces provide end-of-trip facilities for new bicycle trips thereby replacing vehicle trips and reducing motor vehicle emissions. This project would plan, design, purchase, and install 950 bicycle parking racks in San Francisco, providing an additional 1,900 bicycle parking spaces. Our recommendation is to fund this project at 71%, due to the limited funds available. This would result in approximately 672 racks or 1344 parking spaces being installed.	Citywide	1	Yes	\$248,238	543.2	\$701,079	\$475,000	\$335,988

**TOTAL \$1,567,348**      **\$1,111,269**      **\$972,257**  
 Total TFCA Funding Available for Projects: \$972,257

<sup>1</sup> Sponsor acronyms include Department of the Environment (SFE), San Francisco Municipal Transportation Agency (SFMTA), San Francisco State University (SFSU).  
<sup>2</sup> Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.  
<sup>3</sup> The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. CE ratio limits vary by project type: for FY 16/17 the limit for Ridesharing Projects, which encompasses Emergency Ride Home and Gator Pass Implementation, is \$90,000 per ton of emissions reduced and the limit for the Bicycle Projects and Alternative Fuel Light-Duty Vehicles categories is \$250,000 per ton of emissions reduced.  
<sup>4</sup> CO<sub>2</sub> Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.



Attachment 3

San Francisco County Transportation Authority  
 Fiscal Year 2016/2017 Transportation Fund for Clean Air County Program Manager Fund  
 Summary of Draft Recommendations

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)				
Sponsor <sup>2</sup>	Project	Total Project Cost	TFCA Requested	TFCA Recommended
SFSU	Gator Pass Implementation Project	\$580,000	\$350,000	\$350,000
SFMTA	Alternative Fuel Taxicab Incentive Program	\$250,000	\$250,000	\$250,000
SFE	Emergency Ride Home	\$36,269	\$36,269	\$36,269
SFMTA	Short Term Bicycle Parking	\$701,079	\$475,000	\$335,988
<b>Totals:</b>		<b>\$1,567,348</b>	<b>\$1,111,269</b>	<b>\$972,257</b>

Total TFCA Funding Available for Projects: \$972,257

<sup>1</sup>Projects are listed in ranked order by cost-effectiveness ratio.

<sup>2</sup>See Attachment 2 for acronyms and other notes.



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# Memorandum

**Date:** 05.20.16 **RE:** Citizens Advisory Committee  
May 25, 2016

**To:** Citizens Advisory Committee

**From:** Eric Cordoba – Deputy Director for Capital Projects *EC*  
Maria Lombardo – Chief Deputy Director *mel*

**Subject:** **ACTION** – Adopt a Motion of Support to Authorize the Executive Director to Execute, with Conditions, a Seven Party Supplement to the 2012 Memorandum of Understanding that Adopted an Early Investment Strategy Pertaining to the Peninsula Corridor Electrification Project

## Summary

The Caltrain Early Investment Program consists of three components: the Communications Based Overlay Signal System (CBOSS) to provide Positive Train Control; the electrification of the Caltrain line between San Jose and San Francisco; and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified railroad. It is one of Prop K's signature projects. In April 2012, the Transportation Authority Board authorized the Executive Director to execute a Memorandum of Understanding (MOU) with the California High-Speed Rail Authority, the Metropolitan Transportation Commission, and six other local and regional entities to establish a funding framework for a High-Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. At the time, local contribution from each of the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo and Santa Clara) was \$60 million. The total Early Investment Program budget, established in 2009 and the basis of the 2012 nine-party MOU, was estimated at \$1.456 billion. That budget was based on a 2008 estimate. Subsequently, the initial budget was updated by Caltrain staff to reflect a cost estimate study conducted in 2014 and to account for received bids, resulting in a new projected cost of \$1.2.2 billion, an increase of \$755 million. The majority of the cost increase is attributable to the cost estimate study and the remainder from bid results. The new estimate includes \$316 million in contingency. This cost increase has triggered a need for a supplemental MOU to address the funding gap, which is the subject of this request. The supplemental MOU will increase each PCJPB members' contribution by \$20 million, to a total of \$80 million. In San Francisco, the Transportation Authority and the City would jointly cover the increase. We have \$3.9 million in Prop K funds remaining in the electrification line item. The source of the remaining funds is to be determined, but could include a potential new sales tax measure under consideration for the November 2016 ballot or City funds. This memo also provides an update on the overall program.

## BACKGROUND

The Peninsula Corridor Joint Powers Board's (PCJPB) Electrification project will replace Caltrain's existing diesel service with a fully-electrified service from the 4<sup>th</sup> and King station in San Francisco to the Tamien station in San Jose. This project is one of the signature projects of the Prop K Expenditure Plan. It is also one of the main components of the Caltrain Modernization program, which provides the

commuter rail system with the strategic vision to improve system performance while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain.

**2012 Memorandum of Understanding:** On April 24, 2012, through Resolution 12-62, the Transportation Authority Board authorized the Executive Director to execute, with conditions, a Memorandum of Understanding (MOU) with the California High-Speed Rail Authority (CHSRA), the Metropolitan Transportation Commission (MTC), and six other local and regional entities to establish a funding framework for a High-Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. The Early Investment Strategy, also known as the Early Investment Program, consists of three components: the Communications Based Overlay Signal System (CBOSS) (also known as Positive Train Control (PTC)), the electrification of the Caltrain line between San Jose and San Francisco, and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified railroad. The program will modernize the corridor, reduce train related emissions by up to 90 percent, provide faster and increased service to more stations, and prepare the Caltrain system for shared use with High-Speed Rail.

At the time, the total cost for the Early Investment Program was \$1.456 billion, with a \$60 million local contribution from each of the three PCJPB member counties (San Francisco, San Mateo and Santa Clara). The Transportation Authority has provided nearly \$21 million (mostly from Prop K, with \$4 million in Regional Improvement Program funds) and the City is covering the delta with the 2014 General Obligation bond.

## DISCUSSION

The purpose of this memorandum is to update the Citizens Advisory Committee (CAC) on the status of the Early Investment Program and to request a motion of support for the execution of a supplement to the 2012 MOU (Attachment 1) to address a cost increase.

**Budget:** The total Early Investment Program budget, established in 2009 and the basis of the 2012 nine-party MOU was estimated at \$1.456 billion. That budget was based on a 2008 estimate done as part of the environmental review process. Subsequently, the initial budget was updated by Caltrain staff to reflect a cost estimate study conducted in 2014 and to account for received bids, resulting in a new projected cost of \$1.22 billion, an increase of \$755 million. Of this amount, \$655 million was the result of the cost estimate study and \$100 from bid results. The new budget includes \$316 million in contingency and \$120 million in escalation. The table below compares both budgets.

Early Investment Program Costs ( <i>in \$ millions</i> )	2012 MOU	2016 MOU
CBOSS/Positive Train Control	\$231	\$231
Electrification	\$785	\$1,253
Vehicles - Electric Multiple Units	\$440	\$727
<b>TOTAL</b>	<b>\$1,456</b>	<b>\$2,211</b>

**Funding:** The 2016 Supplemental MOU funding plan is shown below, together with the original 2012 funding plan. The MOU commits each of the three PCJPB members (San Francisco, San Mateo and Santa Clara counties) to a local contribution of \$80 million each for the Early Investment Program for

the Peninsula Corridor, a \$20 million increase over the 2012 MOU.

<b>Program Funding by Source (in \$ millions)</b>	<b>2012 MOU</b>	<b>2016 MOU</b>
PCJPB Member Agency Contributions	\$180	\$240.0
JPB Local (San Mateo County Transportation Authority)	\$11.0	\$20.0
Caltrain PTC	\$4.0	\$4.0
<b><i>Subtotal Local</i></b>	<b><i>\$195.0</i></b>	<b><i>\$264.0</i></b>
Prop 1A Connectivity	\$106.0	\$106.0
Prop 1A High Speed Rail Authority	\$600.0	\$600.0
CHSRA Cap & Trade/Other		\$113.0
Cap & Trade TIRCP		\$20.0
Prop 1B Caltrain	\$24.0	\$24.0
<b><i>Subtotal State</i></b>	<b><i>\$730.0</i></b>	<b><i>\$863.0</i></b>
Federal Rail Administration (FRA)	\$17.0	\$17.0
FTA/FHWA prior/current obligations	\$45.8	\$45.8
FTA future obligations	\$440.0	\$315.0
FTA Core Capacity		\$647.0
<b><i>Subtotal Federal</i></b>	<b><i>\$502.8</i></b>	<b><i>\$1,024.8</i></b>
MTC Bridge Tolls	\$11.0	\$39.4
BAAQMD Carl Moyer*	\$20.0	\$20.0
<b><i>Subtotal Regional</i></b>	<b><i>\$31.0</i></b>	<b><i>\$59.4</i></b>
<b>TOTAL</b>	<b>\$1,458.8</b>	<b>\$2,211.2</b>

As noted above, the Transportation Authority has committed funds to cover \$20,860,000 of San Francisco's original \$60 million contribution, with the City's Prop A General Obligation bond (2014) covering the rest. The \$20 million increase in the local contribution will be covered by \$3.9 million in Prop K funds that are remaining in the Caltrain Electrification line item. The source for the remaining

funds has yet to be identified. The City and the Transportation Authority are jointly working to secure the funds. Sources could include a potential new sales tax measure under consideration for the November 2016 ballot or City funds. Other major sources of funds in the Early Investment Program are planned to come mainly from the CHSRA (\$113M), Federal Transit Administration (FTA) Core Capacity (\$647M), and MTC Bridge tolls (\$28M).

The MOU states that if overall program costs reflect financial commitment that is below the \$1.98 billion cost estimate, funding commitments from the parties to this Supplement will be reduced proportionally, and if overall program costs reflect a financial commitment that is above the funding plan of \$1.980 billion, or if the FTA Core Capacity funds are awarded at less than \$647 million, the parties to the Supplement will discuss with all parties to the 2012 Nine Party MOU how to secure additional funding beyond what is presently identified, and/or discuss project scope adjustments to match to funding availability.

The MOU also addresses other adjustments in the funding plan, the largest of which is a reduction in FTA transit formula funds that PCJPB needs to address state of good repair. These funds are proposed to be backfilled by the FTA Core Capacity funds, which PCJPB must secure through this competitive nationwide grant program.

As a precondition of the MOU, the parties have agreed on an oversight protocol (Attachment 2) under which the funding partners will be able to closely monitor the project, have access to all project information, and participate in the decision making process, especially when related to changes in scope, schedule or cost. We are already actively participating in oversight activities consistent with the new protocol.

**Schedule:** Caltrain is proceeding with the implementation of the Early Investment Program. Work is underway on the design/build contract for CBOSS, which is now in the testing and commissioning phase. Procurement for the electrification and vehicles contracts has been completed and Caltrain staff anticipates awarding both contracts in July 2016. A table with the significant milestones of the program going forward is shown below. As the contractors come on-board and Caltrain approves their schedules, a more detailed milestone list will be made available.

<b>Caltrain Early Investment Program Milestones</b>	
CBOSS Revenue Service Demonstration	October 2016
CBOSS Final Acceptance	April 2017
Electrification Design-Build Contract Award	July 2016
Electric Multiple Units Vehicle Award	July 2016
First Vehicle Delivered	July 2019
Revenue Service	Late 2020

**Status:** The project is environmentally cleared. The California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) was certified in January 2015. On the National Environmental

Policy Act (NEPA) side, the FTA issued a Finding of No Significant Impact in 2009.

On January 27, 2012 the PCJPB issued the notice-to-proceed for the \$231 million CBOSS design-build contract. Construction is in the punch-list phase and work is concentrating on systems and operations testing. The Backup Central Control Facility is now complete and a successful switchover was conducted in early May. The Federal Rail Administration (FRA) Revenue Service Demonstration is anticipated for October 2016.

The procurement processes for the design-build electrification contract and for the EMU vehicles have been completed, and Caltrain is planning to award both contracts at its July 2016 Board meeting.

In accordance with the 2012 MOU, the Transportation Authority, together with the other signatories established the Peninsula Corridor Working Group, which is tasked with providing oversight and guidance to Caltrain. The group meets on a monthly basis to discuss progress and issues.

**DBE/SBE Program:** In December 2014, the PCJPB adopted a project-specific Disadvantaged Business Enterprise (DBE) goal of 5.2%. At the May 5 meeting of the PCJPB, staff presented their DBE goal-setting methodology and recommended a goal of 14% for Fiscal Years 2017-2019. This goal has been advertised for comments and the results will be presented to the PCJPB with a final recommendation. The final DBE goal is due to the FTA by August 1.

**Challenges:** The CBOSS project is six months behind schedule. Although testing is progressing well, a lot of work remains to be done in order for the contractor to conduct the Revenue Service Demonstration for the FRA by October 2016. Part of the demonstration is to show interoperability, and the Back Office System provider has announced that it will not have a passenger-rail compatible software upgrade until July, and the possibility exists that the provider will not complete the upgrade as scheduled.

In addition to the MOU subject of this request, the PCJPB needs to execute a series of funding agreements to secure full funding for the program on a timely manner. The State/CHSRA agreement is anticipated in the June/July timeframe, the Cap and Trade award is anticipated for August 2016, and the FTA Core Capacity grant is anticipated for December 2016. In order to maintain the schedule, Caltrain staff will be issuing limited notice-to-proceed (NTP) to both contractors in line with the funding on-hand. Since both contracts have a significant design component, work can proceed on that phase until all the funding is in place, at which time Caltrain will issue the full NTP.

## ALTERNATIVES

1. Adopt a motion of support to authorize the Executive Director to execute, with conditions, a Seven Party Supplement to the 2012 Memorandum of Understanding that Adopted an Early Investment Strategy Pertaining to the Peninsula Corridor Electrification Project, as requested.
2. Adopt a motion of support to authorize the Executive Director to execute, with conditions, a Seven Party Supplement to the 2012 Memorandum of Understanding that Adopted an Early Investment Strategy Pertaining to the Peninsula Corridor Electrification Project, with modifications.
3. Defer action, pending further information or clarification from staff.

## FINANCIAL IMPACTS

The Supplemental MOU would commit the City and the Transportation Authority to contribute an additional \$20 million in aggregate to the Early Investment Program. There is \$3.9 million remaining in

the Electrification line item in the Prop K Strategic Plan that have been included in the proposed Fiscal Year 16/17 capital budget, which is the subject of a separate CAC agenda item. The City and the Transportation Authority are jointly seeking to identify the remaining \$16.1 million which could include a potential 2016 sales tax measure or City funds.

#### **RECOMMENDATION**

Adopt a motion of support to authorize the Executive Director to execute, with conditions, a Seven Party Supplement to the 2012 Memorandum of Understanding that Adopted an Early Investment Strategy Pertaining to the Peninsula Corridor Electrification Project, as requested.

Attachments (2):

1. Attachment 1: Seven Party Supplement to the 2012 MOU
2. Attachment 2: Oversight Protocol



**SEVEN PARTY SUPPLEMENT TO  
2012 MEMORANDUM OF UNDERSTANDING (MOU)**

**FINANCIAL COMMITMENTS TO ADDRESS FUNDING GAP FOR  
THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)  
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)  
CITY AND COUNTY OF SAN FRANCISCO (CCSF)  
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)  
METROPOLITAN TRANSPORTATION COMMISSION (MTC)  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
CALIFORNIA HIGH SPEED RAIL AUTHORITY (CHSRA)

**RECITALS**

WHEREAS, during the spring of 2012, the California High Speed Rail Authority (CHSRA) and the Peninsula Corridor Joint Powers Board (PCJPB), together with the Metropolitan Transportation Commission (MTC), the San Francisco County Transportation Authority (SFCTA), the Santa Clara Valley Transportation Authority (VTA), the City of San Jose, the City and County of San Francisco (CCSF), the San Mateo County Transportation Authority (SMCTA), and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A and incorporated herein by this reference;

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) the Peninsula Corridor Electrification Project, including associated rolling stock acquisition (the PCEP), and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects");

WHEREAS, the Parties to the 2012 Nine-Party MOU agreed to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Early Investment Projects and to coordinate efforts to obtain funding using a mutually agreed-upon strategy, and in the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the Parties agreed to take steps to notify each other as needed in a timely manner;

WHEREAS, \$125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan included in the 2012 Nine-Party MOU is needed by the PCJPB to advance critical state of good repair improvements necessary to maintain existing Caltrain operations, and the PCJPB has requested to remove these funds from the early investment funding strategy, which would create a \$125 million funding gap; and

WHEREAS, a note to the 2012 early investment strategy funding plan included in the 2012 Nine-Party MOU indicated that other potential future funding sources could be substituted if secured;

WHEREAS, the PCJPB conducted a cost estimate study for the PCEP in 2014 to update the 2008 cost estimate on which the 2012 Nine-Party MOU funding strategy for the PCEP was based, and the PCJPB has since included additional program contingency to the PCEP, such that the total anticipated budget for the PCEP is up to \$1.980 billion, which includes costs covering the contracts, program management, and contingency costs;

WHEREAS, the Parties to this Seven-Party Supplement (Supplement) have met and discussed with all parties to the 2012 Nine-Party MOU additional funding needed for the PCEP to support contract award and have agreed to the funding commitments specified herein;

NOW, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

1. To fully fund the PCEP, the parties to this Supplement commit to make the funding available to support the PCEP as set forth below. This funding is in addition to funding commitments

previously made by these parties in the 2012 Nine-Party MOU.

- a. The SMCTA will contribute an additional \$20 million;
- b. The VTA will contribute an additional \$20 million;
- c. The SFCTA and/or the CCSF will contribute an additional \$20 million;

(For SMCTA, VTA, and SFCTA and/or CCSF, each agency's contribution is contingent upon the \$20 million each from the other two JPB partners, with the exact manner and timing of the contributions to be worked out with the JPB.)

- d. The MTC will program \$28.4 million from Regional Measures 1 and 2;
  - e. The PCJPB will contribute \$9 million from funding provided by formula to Caltrain through the State of California's Low Carbon Transit Operations Program; and
  - f. The CHSRA will contribute an additional \$113 million.
2. The Parties to this Supplement also support the PCJPB's efforts to obtain \$647 million from FTA's Core Capacity Grant Program for the PCEP as a regional priority. The \$647 million would help provide funding needed for the PCEP, as well as funding to support a larger contingency set-aside for the PCEP program.
  3. The Parties to this Supplement understand PCJPB has requested \$225 million from the California State Transportation Agency's Transit & Intercity Rail Capital Program (Cap & Trade TIRCP) to help supplement funding needed for the PCEP, as contemplated in the 2012 Nine-Party MOU, as well as funding to replace the remaining Caltrain diesel vehicles with Electric Multiple Units (EMUs). The exact remaining number of vehicles to be replaced will be contingent on the final Cap & Trade TIRCP grant award.
  4. The parties to this Supplement also agree that, with the additional funding sources, \$125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan will no longer be needed for the PCEP, and will instead be programmed by the MTC to the JPB to advance critical Caltrain state of good repair improvements through MTC's established regional Transit Capital Priorities process.
  5. The total anticipated amount of funding to be secured for the PCEP will be \$1.980 billion, which includes the funding sources outlined above in paragraphs 1, 2, and 3, along with the original funding sources in the 2012 Nine-Party MOU except the \$125 million noted in paragraph 4 above. The revised funding plan for the PCEP reflecting the changes described herein is attached as Exhibit B.
  6. The parties to this supplement agree to continue, through regular meetings, to provide opportunity for all nine parties to the 2012 Nine-Party MOU to discuss, review, and/or comment on relevant project matters and collectively provide advisory oversight to help advance the PCEP.
  7. If overall program costs reflect a financial commitment that is below the funding plan of \$1.980 billion, funding commitments from the parties to this Supplement will be reduced

proportionally according to their respective additional shares as stated in this Supplement.

8. In the event overall program costs reflect a financial commitment that is above the funding plan of \$1.980 billion, or if the FTA Core Capacity funds are awarded at less than \$647 million, the parties to this Supplement will discuss with all parties to the 2012 Nine-Party MOU how to secure additional funding beyond what is presently identified, and/or discuss project scope adjustments to match to funding availability.
  
9. The parties to the 2012 Nine-Party MOU will also discuss and agree on program oversight roles for the funding partners prior to the award of the PCEP contracts.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

Jim Hartnett, Executive Director Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	Date
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Nuria Fernandez, General Manager/CEO Santa Clara Valley Transportation Authority	Date
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Edwin M. Lee, Mayor City and County of San Francisco	Date
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Tilly Chang, Executive Director San Francisco County Transportation Authority	Date
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Steve Heminger, Executive Director Metropolitan Transportation Commission	Date
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Jeff Morales, Chief Executive Officer California High Speed Rail Authority	Date
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APPROVED AS TO FORM BY:

Attorney for Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	Date
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Attorney for Santa Clara Valley Transportation Authority	Date
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Attorney for City and County of San Francisco	Date
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Attorney for San Francisco County Transportation Authority	Date
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Attorney for Metropolitan Transportation Commission	Date
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Attorney for California High Speed Rail Authority	Date
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# MEMORANDUM OF UNDERSTANDING (MOU)

## HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

### BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)  
METROPOLITAN TRANSPORTATION COMMISSION (MTC)  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)  
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)  
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)  
CITY OF SAN JOSE  
CITY AND COUNTY OF SAN FRANCISCO  
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

### Recitals

**Whereas**, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

**Whereas**, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

**Whereas**, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

**Whereas**, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

**Whereas**, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

**Whereas**, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

**Whereas**, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

**Whereas**, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

**Whereas**, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

**Whereas**, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and



**Whereas**, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

**Whereas**, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

**Whereas**, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

**Whereas**, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, **THEREFORE**, it is mutually understood and agreed to by the **PARTIES** as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has its northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of \$600 million of Proposition 1A funds and \$106 million of Proposition 1A “connectivity” funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A “connectivity” funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall take steps to notify each other as needed in a timely manner.

## FUNDING PLAN

**Program Costs and Proposed Funding  
for  
Peninsula Corridor Projects:  
Electrification and Advance Signal System**

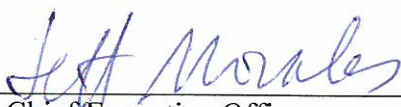

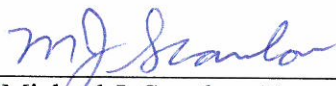
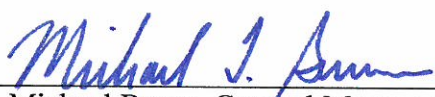
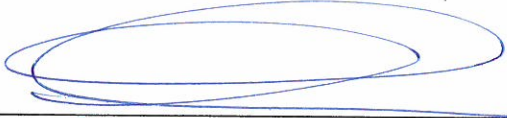
<b>Program Costs</b> <i>(in \$ millions, year of expenditure)</i>	
Advance Signal System / Positive Train Control (PTC)	\$231
Electrification and Electric Multiple Units (EMUs)	\$1,225
<b>Total</b>	<b>\$1,456</b>

<b>Program Funding</b> <i>(in \$ millions)</i>	
<b>Source</b>	<b>Amount</b>
JPB Contributions	\$180
JPB Local - Currently Available	\$11
Caltrain PTC	\$4
<b>Subtotal Local</b>	<b>\$195</b>
Prop 1A Connectivity	\$106
Prop 1A High Speed Rail Authority	\$600
Prop 1B Caltrain	\$24
<b>Subtotal State</b>	<b>\$730</b>
Federal RR Admin. for PTC	\$17
Federal Transit Admin prior/current obligations	\$43
Federal Transit Admin future obligations	\$440
<b>Subtotal Federal</b>	<b>\$500</b>
MTC Bridge Tolls	\$11
BAAQMD Carl Moyer	\$20
<b>Subtotal Regional</b>	<b>\$31</b>
<b>Total</b>	<b>\$1,456</b>

## Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from VTA sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two JPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from BART (2<sup>nd</sup> priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for EMUs in FY12.
5. FTA Future Obligations is \$315 million for electric multiple units (EMUs), \$125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

 Jeff Morales, Chief Executive Officer California High Speed Rail Authority	9/18/2012 Date
 Steve Heminger, Executive Director Metropolitan Transportation Commission	9/18/2012 Date
 Michael J. Scanlon, Executive Director Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	9/21/2012 Date
 Jose Luis Moscovich, Executive Director San Francisco County Transportation Authority	10/15/12 Date
 Michael Burns, General Manager Santa Clara Valley Transportation Authority	11/27/12 Date
 Debra Figone, City Manager City of San Jose	12/12/12 Date
 Edwin M. Lee, Mayor City and County of San Francisco	1/15/13 Date
 Maria Ayerdi-Kaplan, Executive Director Transbay Joint Powers Authority	1/25/13 Date

**EXHIBIT B**  
**FUNDING PLAN FOR PENINSULA CORRIDOR**  
**ELECTRIFICATION AND ADVANCED SIGNAL SYSTEM PROJECTS**  
(\$ millions)

	9-Party MOU Funding Strategy	Changes in the 7-Party Supplemental MOU	Revised Costs & Funding Sources	CBOSS	PCEP
<b>Projected Costs</b>					
PCEP	1,225.0	755.0	1,980.0	-	1,980.0
CBOSS	231.0		231.0	231.0	-
Total	1,456.0	755.0	2,211.0	231.0	1,980.0
<b>Funding Sources</b>					
JPB Member Contributions	180.0	60.0	240.0	47.0	193.0
JPB Local	11.0	9.0	20.0	11.0	9.0
Caltrain PTC	4.0		4.0	4.0	
Subtotal Local	195.0	69.0	264.0	62.0	202.0
Prop 1A Connectivity	106.0		106.0	106.0	
Prop 1A HSRA	600.0		600.0		600.0
CHSRA Cap & Trade/Other		113.0	113.0		113.0
Cap & Trade TIRCP <sup>1</sup>		20.0	20.0		20.0
Prop 1B Caltrain	24.0		24.0	16.0	8.0
Subtotal State	730.0	133.0	863.0	122.0	741.0
FRA	17.0		17.0	17.0	
FTA/FHWA Prior/Current Obligations <sup>2</sup>	45.8		45.8	29.8	16.0
FTA Future Obligations	440.0	(125.0)	315.0		315.0
FTA Core Capacity <sup>3</sup>	-	647.0	647.0	-	647.0
Subtotal Federal	502.8	522.0	1,024.8	46.8	978.0
MTC Bridge Tolls	11.0	28.4	39.4		39.4
BAAQMD Carl Moyer	20.0		20.0		20.0
Subtotal Regional	31.0	28.4	59.4	-	59.4
Total	1,458.8	752.4	2,211.2	230.8	1,980.4

**Notes**

- The parties to the Seven-Party Supplement to 2012 Memorandum of Understanding recognize that the JPB has requested State Cap & Trade TIRCP funds to help fund the PCEP. Of the \$225m requested, \$20m is identified to help close the funding gap in the \$1.98 billion project cost estimate for PCEP.
- The \$2.8m represents a FHWA grant (Railway/Hwy Hazard Elimination) for the CBOSS project that was secured after the 2012 MOU execution. This amount is not included in the 7-party MOU since the funding is for the CBOSS project.
- \$647 million in FTA Core Capacity funds would help close the funding gap for PCEP, as well as providing funding to support a larger contingency set-aside for PCEP.

## Attachment 2

## FUNDING PARTNERS OVERSIGHT PROTOCOL FOR CALTRAIN'S CAL MOD PROGRAM

(Electrification, Vehicles, CBOSS)

1. The Caltrain Project Management staff (CPMT) will have an open door policy with the Funding Partners' oversight representatives (Partners), who will have access to project Section Managers and available information. The Funding Partners and their oversight representatives understand that some information will be confidential and commit to honor that confidentiality by not sharing or divulging any information so defined.
2. The Partners will attend all progress meetings with the CPMT, to stay abreast of all project activities and when warranted, may also attend, as observers, partnering sessions and progress meetings with the contractor. The CPMT will provide a list of current and anticipated regularly scheduled meetings, and the Partners and CPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA concurrence, the Partners will also attend meetings with the FTA and its PMO. It will be the responsibility of the Partners to secure FTA's agreement to such participation. The CPMT will make the first approach to the FTA.
4. The CPMT will make available to the Partners all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period. Should the Partners not provide comments by the due date, the CPMT may assume that they are not forthcoming.
5. The Partners will review progress and cost reports and provide comments.
6. The Partners will participate in consultant selection panels and proposal/bid reviews.
7. The Partners will monitor quality through regular discussions with the Quality Assurance Manager.
8. The Partners will be members of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. The CPMT will institute a Configuration Management Board (CMB), with one representative each from San Francisco, CHSRA, and VTA as voting members, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The Partners agree that their representative to the CMB will have the appropriate technical and Project Management background. No member of the CMB will have Veto power.
10. The Partners will provide support to the CPMT on funding and financing issues.
11. The Partners will review and approve project invoices submitted to their respective Agencies and assure that they are processed on a timely manner.
12. The Partners will assist the CPMT with development of grant amendments and funding requests which are submitted to their respective Agencies for approval.





**TSP**

# Transportation Sustainability Program

Photo: Sergio Ruiz



# Transportation Sustainability Program

*Keeping people moving as our City grows*



**ENHANCE TRANSPORTATION  
TO SUPPORT GROWTH**



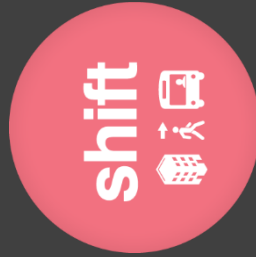
November 2015



**MODERNIZE ENVIRONMENTAL  
REVIEW**



March 2016



**ENCOURAGE SUSTAINABLE  
TRAVEL**



Initiation Hearing -  
April 28, 2016

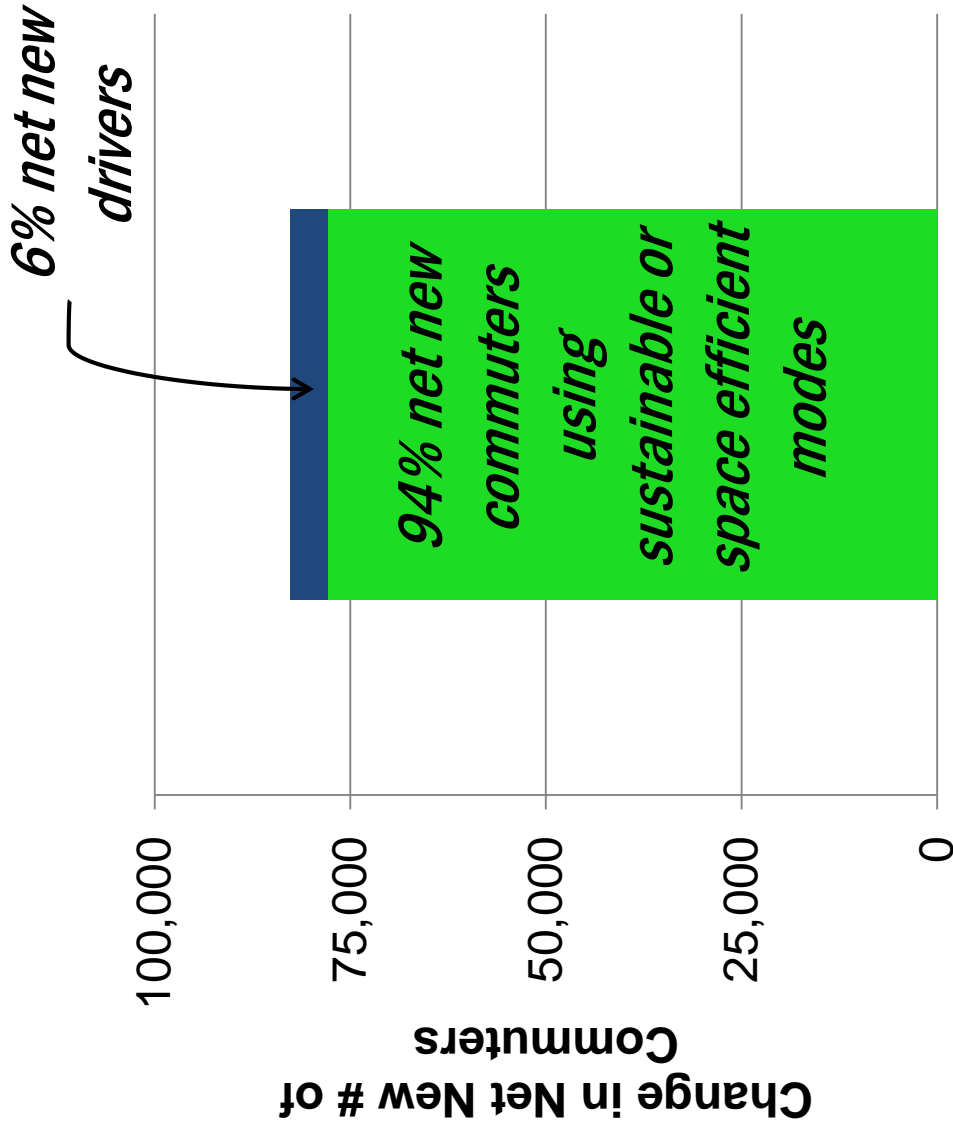






# Recent Trends – Commuter Trips

Travel Behavior  
Trends are  
Shifting for  
Commuters

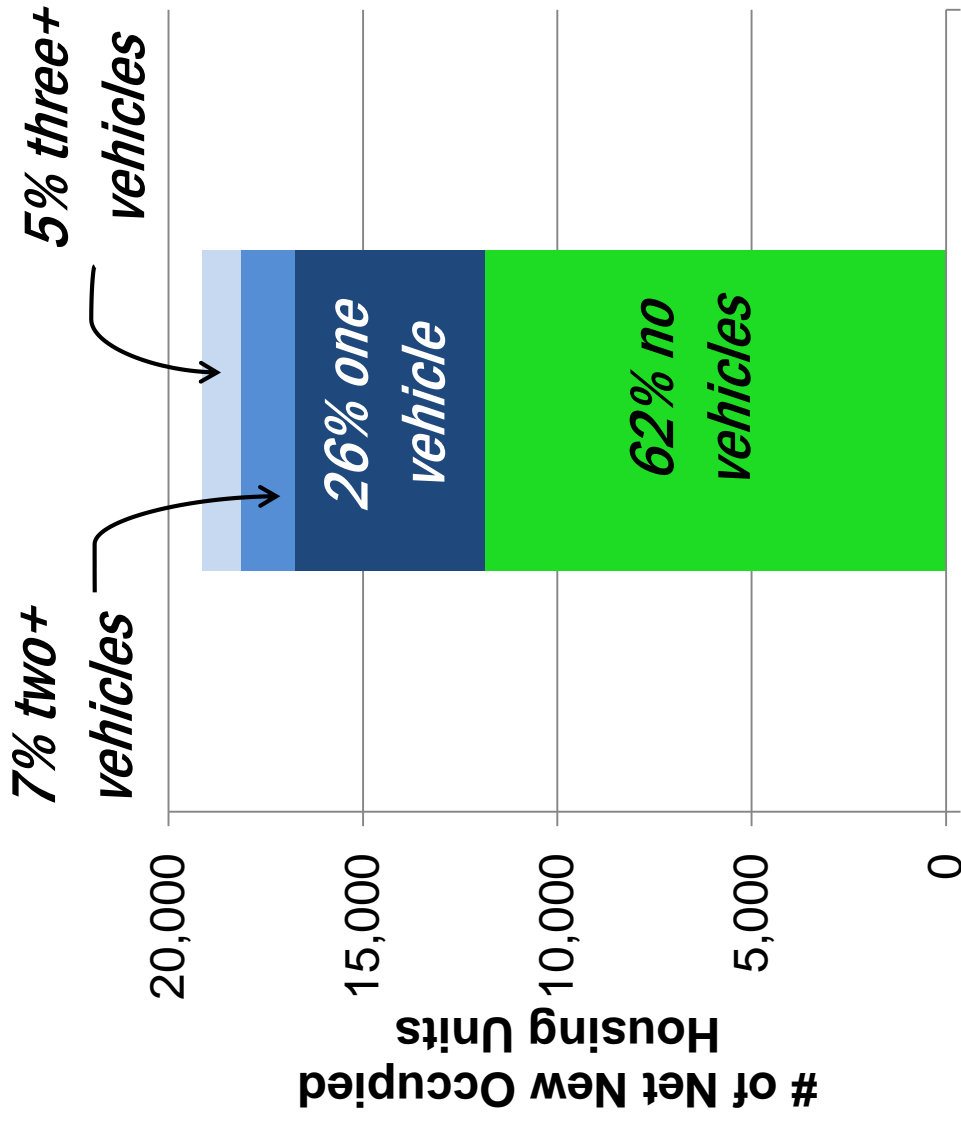


Change in Net New # of Commuters by Mode  
- San Francisco (2006 - 2014)

Source: Jamie Parks, Twitter, SF Streetsblog, ACS Data

# Recent Trends – Vehicle Availability

Travel Behavior Trends are Shifting for Residents



Vehicles Available by Net New Occupied Housing Units – San Francisco (2000 – 2014)



**shift**



**ENCOURAGE SUSTAINABLE TRAVEL**

# Transportation Demand Management (TDM)



## Current San Francisco

**Framework** Varying Planning Code requirements

**Timing** Afterthought

**Parking** Unbundling; parking maximums

**Menu** n/a

**Compliance** In limited circumstances

**TDM Staffing** n/a; transportation team review

# Transportation Demand Management (TDM)



	Current San Francisco	Best Practices*
<b>Framework</b>	Varying Planning Code requirements	TDM Ordinance; Target
<b>Timing</b>	Afterthought	Upfront; Integral
<b>Parking</b>	n/a; parking maximums	TDM requirements = dependent on # of parking spaces
<b>Menu</b>	n/a	Flexibility, neighborhood-specific
<b>Compliance</b>	In limited circumstances	Pre-occupancy site visit, ongoing submittals
<b>TDM Staffing</b>	n/a; transportation team review	Dedicated staff via admin fee

\*Best practice research included, but not limited to, following jurisdictions: Oakland, CA (proposed); San Mateo, CA (proposed); Santa Monica, CA; Boulder, CO; Cambridge, MA; Arlington, VA; Fairfax, County, VA; Bellevue, WA; and Seattle, WA.



# TDM Ordinance Basics

shift



## Target

*Aimed at reducing Vehicle  
Miles Traveled (VMT)*

## Menu of Options

*Project sponsor chooses the  
best fit for each project and  
neighborhood to reach  
targets*

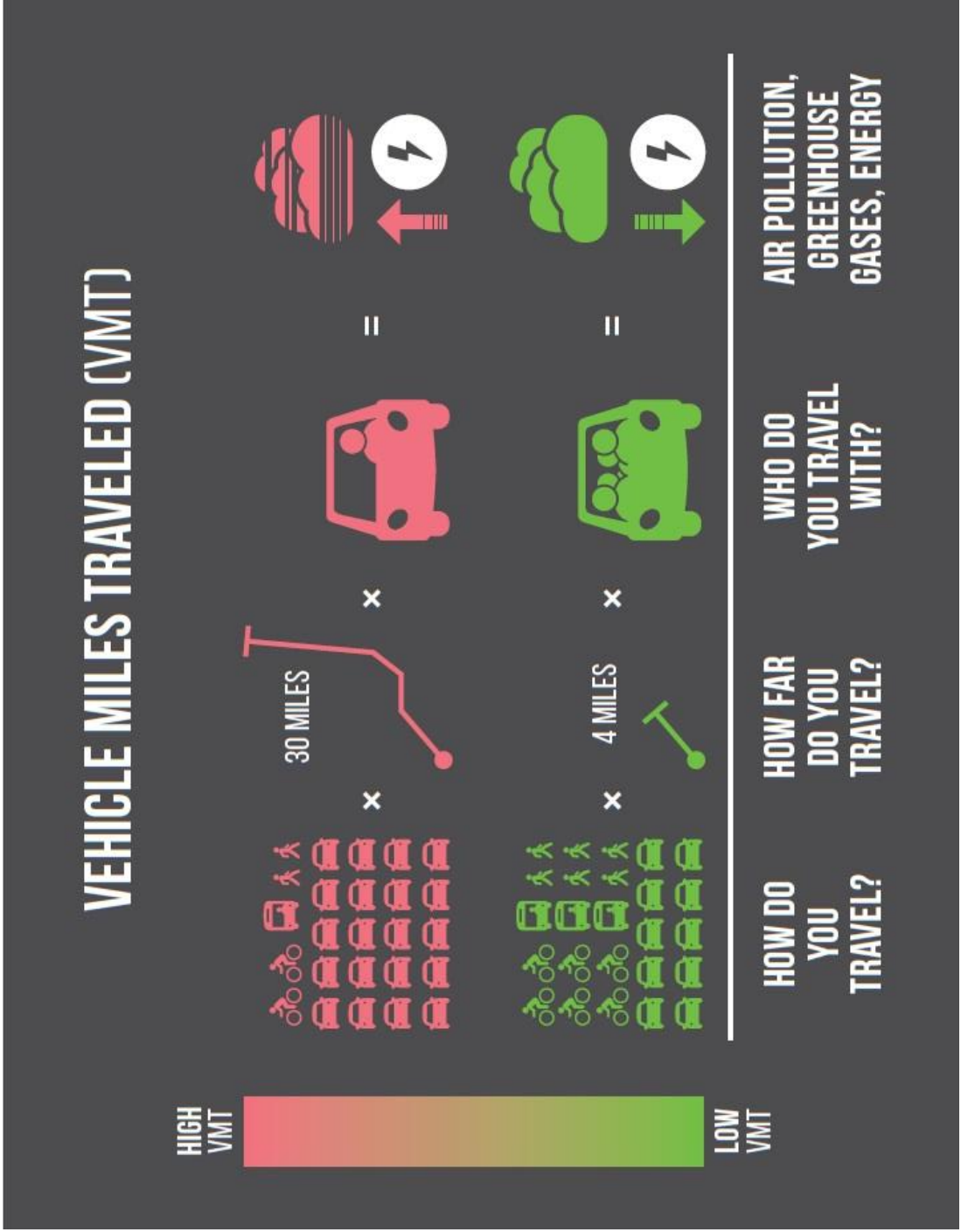
## Implementation Strategy

*Measure and enforce  
progress to ensure targets  
are achieved*





# VEHICLE MILES TRAVELED – DEFINED





# TDM Ordinance Target

## Based on # off-street vehicular parking spaces



Land Use Category	Typical Land Use Type	# of Parking Spaces proposed by Land Use	Target
A	Retail	Base number: 0 <= 4	Base Target: 13 points
		Each additional 2	1 additional point
B	Office	Base number: 0 <= 20	Base Target: 13 points
		Each additional 10	1 additional point
C	Residential	Base number: 0 <= 20	Base Target: 14 points
		Each additional 10	1 additional point
D	Other	Any # of parking spaces	3 points

# TDM Ordinance Basics

shift



## Target

*Aimed at reducing Vehicle Miles Traveled (VMT)*



## Menu of Options

*Project sponsor chooses the best fit for each project and neighborhood to reach targets*



## Implementation Strategy

*Measure and enforce progress to ensure targets are achieved*









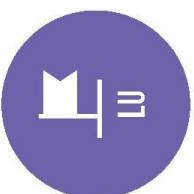



# TDM Menu

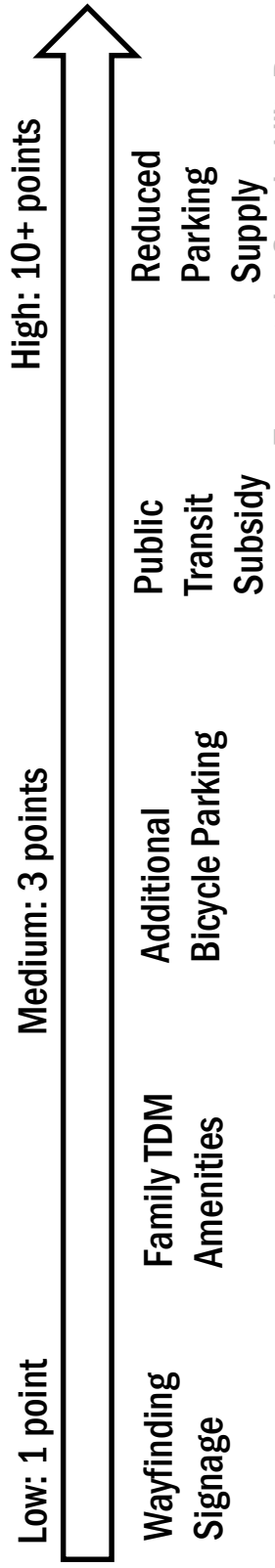
## 26 Measures:

Under the control of the developer or tenant

All reduce vehicle miles traveled (VMT)

 ACTIVE	 CSHARE	 DELIVERY	 FAMILY
 HOV	 INFO	 LU	 PKG

## Range of Effectiveness: Sample Measures





# How will this work?

1.



Sponsor goes  
online, selects  
measures,  
submits  
measures with  
application

# Example Project – Dogpatch Neighborhood

<b>Dwelling Units</b>	<b>44</b>
<b># of Parking Spaces</b>	<b>12</b>
<b>Target</b>	<b>14 Points</b>
<b>Code Compliance/ Location</b>	-Bicycle Parking (1 point) -Parking Unbundling (2 points)

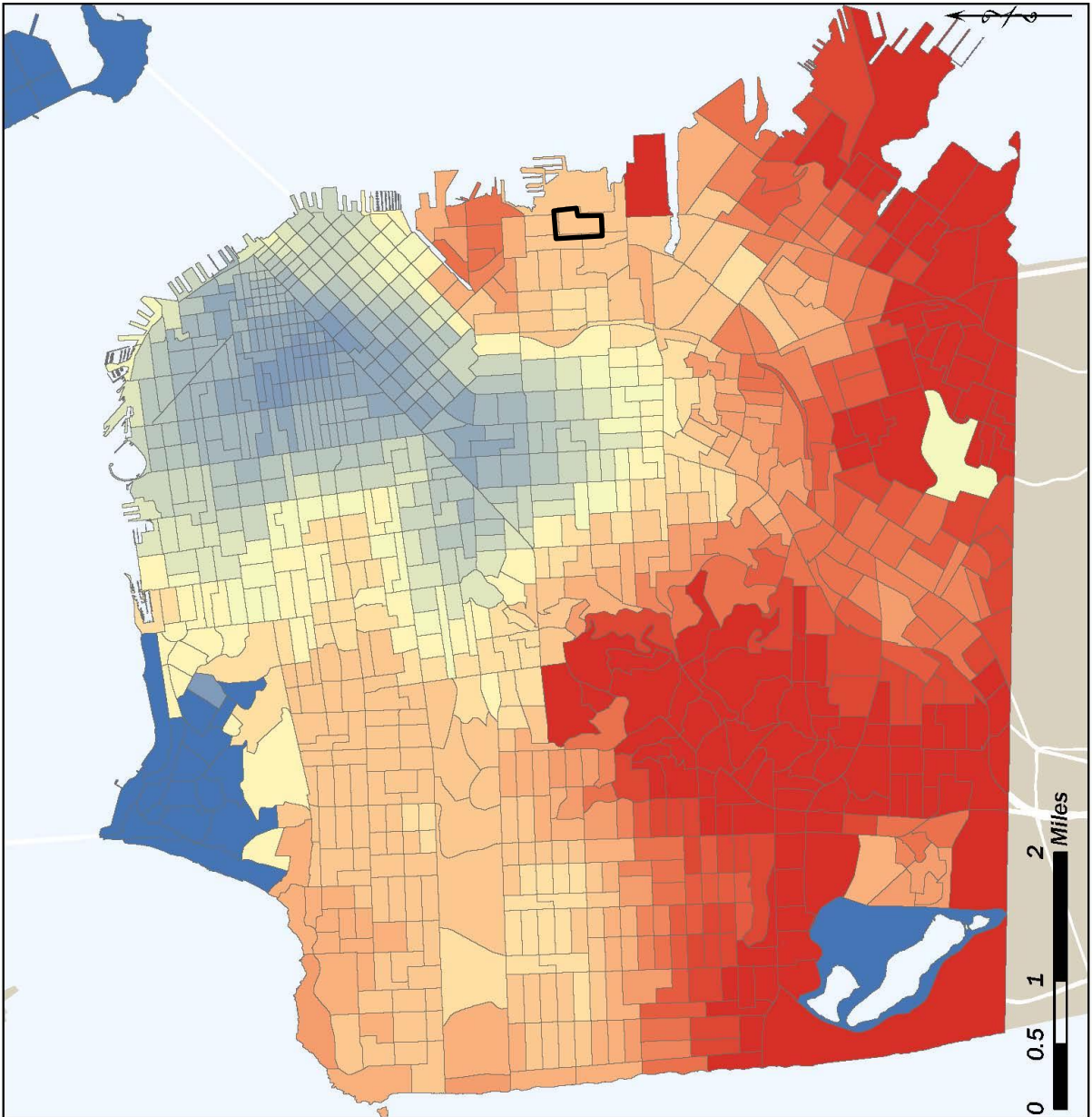
Note: represents TDM measures the Project Sponsor could select.







# Neighborhood Parking Rate - Residential



Meet Neighborhood  
Parking Rate  
= 1 Point

Every 10% below  
Neighborhood  
Parking Rate  
= 1+ points

11 total points  
available

Neighborhood  
Parking Rate = 0.6  
per unit

Residential Parking Supply Rate (Parking Spaces per Unit)

< 0.05	0.10 - 0.15	0.20 - 0.25	0.30 - 0.35	0.40 - 0.45	0.50 - 0.55	0.60 - 0.65	0.70 - 0.75	0.80 - 0.85	0.90 - 0.95
0.05 - 0.10	0.15 - 0.20	0.25 - 0.30	0.35 - 0.40	0.45 - 0.50	0.55 - 0.60	0.65 - 0.70	0.75 - 0.80	0.85 - 0.90	0.95 - 1.00

# Example Project – Dogpatch Neighborhood

<b>Dwelling Units</b>	<b>44</b>
<b># of Parking Spaces</b>	<b>12</b>
<b>Target</b>	<b>14 Points</b>
<b>Code Compliance/ Location</b>	<ul style="list-style-type: none"><li>-Bicycle Parking (1 point)</li><li>-Parking Unbundling (2 points)</li></ul>
<b>Parking Supply</b>	<ul style="list-style-type: none"><li>-Neighborhood Parking Rate 0.6 per unit</li><li>-Project Parking Rate 0.3 per unit (6 points)</li></ul>

Note: represents TDM measures the Project Sponsor could select.







# Example Project – Dogpatch Neighborhood

<b>Dwelling Units</b>	<b>44</b>
<b># of Parking Spaces</b>	<b>14</b>
<b>Target</b>	<b>14 Points</b>
<b>Code Compliance/ Location</b>	<ul style="list-style-type: none"> <li>-Bicycle Parking (1 point)</li> <li>-Parking Unbundling (2 points)</li> </ul>
<b>Parking Supply</b>	<ul style="list-style-type: none"> <li>-Neighborhood Parking Rate 0.6 per unit</li> <li>-Project Parking Rate 0.3 per unit (6 points)</li> </ul>
<b>Additional Measures</b>	<ul style="list-style-type: none"> <li>-Multimodal Wayfinding Signage (1 point)</li> <li>-Car-Share Parking (2 points)</li> <li>-Family TDM – Amenities (2 points)</li> </ul>

**Note:** represents TDM measures the Project Sponsor could select.

# Example Project – Dogpatch Neighborhood



<b>Dwelling Units</b>	44	44
<b># of Parking Spaces</b>	12	33
<b>Target</b>	<b>14 Points</b>	<b>14 + 2 = 16 Points</b>
<b>Code</b>	-Bicycle Parking (1 point)	-Additional Bicycle Parking (4 points)
<b>Compliance/Location</b>	-Parking Unbundling (2 points)	-Parking Unbundling (2 points)
<b>Parking Supply</b>	-Neighborhood Parking Rate 0.6 per unit -Project Parking Rate 0.3 per unit (6 points)	-Neighborhood Parking Rate 0.6 per unit -Project Parking Rate <b>0.75 per unit (0 points)</b>
<b>Additional Measures</b>	-Multimodal Wayfinding Signage (1 point) -Car-Share Parking (2 points) -Family TDM – Amenities (2 points)	-Multimodal Wayfinding Signage (1 point) -Additional Car-Share Parking (4 points) -Additional Family TDM (4 points) -On-site Affordable Housing (1 point)

Note: represents measures the Project Sponsor could select.



# How will this work?

1.



Sponsor goes online, selects measures, submits measures with application

2.



City staff reviews; recommends measures as conditions of approval

# How will this work?



1.

Sponsor goes online, selects measures, submits measures with application



3.

Planning Commission approves; building permits issued



2.

City staff reviews; recommends measures as conditions of approval

# TDM Ordinance Basics



## Target

*Aimed at reducing Vehicle Miles Traveled (VMT)*



## Menu of Options

*Project sponsor chooses the best fit for each project and neighborhood to reach targets*



## Implementation Strategy

*Measure and enforce progress to ensure targets are achieved*



# How will this work?



1.

Sponsor goes online, selects measures, submits measures with application



3.

Planning Commission approves; building permits issued



2.

City staff reviews; recommends measures as conditions of approval



4.

Pre-occupancy compliance; on-going compliance documentation



## Outreach and Next Steps

### Completed & Future

- Community Advisory Committees
- Development community
- Transportation advocates
- Boards and Commissions (MTA, SFCTA, Environment)
- Citywide Open House

### Legislative Process

- Planning Commission Initiation Hearing – April 28<sup>th</sup>
- Planning Commission Adoption Hearing – July 7<sup>th</sup>
- Board of Supervisor Hearings – to follow



**THANK YOU**

# TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving  
as our city grows*

**Website: <http://tsp.sfplanning.org>**

**Email: [TSP@sfgov.org](mailto:TSP@sfgov.org)**





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1 [Development of a Transportation Sales Tax Expenditure Plan]

2

3 **Resolution urging the San Francisco County Transportation Authority, in partnership**  
4 **with the Mayor’s Office and the San Francisco Municipal Transportation Agency, to**  
5 **develop a San Francisco Transportation Expenditure Plan to specify the use of**  
6 **revenues from a potential new half-cent sales tax for transportation for potential**  
7 **consideration for the November 2016 ballot.**

8

9 WHEREAS, The San Francisco County Transportation Authority (SFCTA) adopted the  
10 most recent update of the countywide transportation plan (the San Francisco Transportation  
11 Plan or SFTP) in 2013, which establishes the 30-year vision for San Francisco’s  
12 transportation system; and

13 WHEREAS, As documented in the SFTP, San Francisco’s needs for transportation  
14 funding far exceed expected revenue from federal, state, regional and local sources; and

15 WHEREAS, The SFTP, through its investment scenarios and policy recommendations,  
16 proposes ways to invest the dollars we expect to have to most effectively make progress  
17 towards our goals, but analysis shows that this progress is limited unless new revenues are  
18 identified; and therefore, the SFTP recommends a two-pronged revenue strategy: positioning  
19 San Francisco to compete well for new regional, state, and federal sources, and seeking new  
20 locally-controlled sources; and

21 WHEREAS, Building on the SFTP analysis and recommendations, the Mayor’s  
22 Transportation 2030 Task Force investigated what San Francisco needs to do to fix the  
23 transportation network and prepare it for the future; confirming that anticipated revenues were  
24 inadequate to meet those needs; and

25

1           WHEREAS, The Task Force recommended a series of local funding sources (including  
2 general obligation bonds, a sales tax, and a vehicle license fee) that, if approved by voters,  
3 would provide about \$3 billion to complete a suite of critical transportation infrastructure  
4 projects by 2030; and

5           WHEREAS, San Francisco voters approved the first of the Task Force's recommended  
6 measures in November 2014 by approving Proposition A, the Transportation and Road  
7 Improvement Bond, which will invest \$500 million to complete a range of projects that will  
8 reduce Muni travel times, make Muni less crowded and more reliable, and enhance safety on  
9 San Francisco's streets; and

10           WHEREAS, At the same election, San Francisco voters approved Proposition B, which  
11 requires the City to adjust funding for transportation each year based on population growth;  
12 and these funds are helping to improve transit and make our streets safer for all; and

13           WHEREAS, Over the last two years the MTA has adopted a Free MUNI for Youth  
14 program, a Free MUNI for Seniors and Disabled program, and a MUNI Service Equity  
15 Strategy to guide needed service performance improvements for low-income, transit-  
16 dependent communities; and

17           WHEREAS, Since the adoption of the Transportation 2030 recommendations, the City  
18 committed to Vision Zero, a policy to build safety into our transportation system to end all  
19 severe and fatal traffic injuries by 2024, through accelerated investment in safe streets that  
20 prevent severe and deadly crashes on our streets and support safer behavior on the roads;  
21 and

22           WHEREAS, While we are making real improvements in transit reliability, building and  
23 providing smoother, safer streets, and improving the pavement condition of our street  
24 network, our transportation system is still in need of significant investment to bring it into a  
25 state of good repair and to sustain it at such a level, and we have an urgent need to invest

1 more in near and long-term projects that relieve severe overcrowding on our local and  
 2 regional transit systems such as Muni, BART, and Caltrain to better serve current residents,  
 3 employees, and visitors and provide for planned growth, as well as an urgent need for the  
 4 resources to efficiently expand service to fully utilize these capital resources and to ensure we  
 5 can equitably provide transit service and infrastructure investments to our community; and

6 WHEREAS, Such transportation investments can also be complemented with efforts  
 7 and improvements to promote equitable transit-oriented development; and

8 WHEREAS, We need a stable source of funding to continue to invest in street  
 9 resurfacing, safety improvements, and the pedestrian and bicycle networks ~~to advance Vision~~  
 10 ~~Zero~~; now, therefore, be it

11 RESOLVED, That the San Francisco Board of Supervisors asks the SFCTA working in  
 12 partnership with the Mayor's Office and the San Francisco Municipal Transportation Agency  
 13 (SFMTA), which is administering the Transportation 2030 program, to lead development of a  
 14 San Francisco Transportation Expenditure Plan to specify the use of revenues from a  
 15 potential new half-cent sales tax for transportation for potential consideration for the  
 16 November 2016 ballot; and, be it, further;

17 RESOLVED, That the San Francisco Transportation Expenditure Plan shall build and  
 18 expand on the recommendations of the SFTP and the Transportation 2030 Task Force,  
 19 including priorities that emerged after the Task Force convened, including strategies to  
 20 support equity, service improvements and traffic safety; and, be it, further

21 RESOLVED, That the SFCTA and the SFMTA shall ensure that representatives of city  
 22 agencies, regional transit agencies serving San Francisco, the Metropolitan Transportation  
 23 Commission, members of the public, and other key interested stakeholders shall be able to  
 24 provide input into the San Francisco Transportation Expenditure Plan development, providing

25

1 at least three publicly noticed meetings in May and June 2016 and developing a  
2 complementary public engagement strategy.

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## Attachment 2

**DRAFT ½ Cent Transportation Sales Tax Expenditure Plan Principles**

- Build on priorities identified in the 2014 Transportation 2030 (T2030) Report and 2013 San Francisco Transportation Plan (SFTP) including:
  - Maintain existing assets in a state-of-good repair;
  - Improve travel time and reliability;
  - Reduce costs and geographic and socio-economic disparities;
  - Serve planned growth; and
  - Improve safety and accessibility of the system.
- Embrace City and agency initiatives passed since T2030, including strategies to support equity, affordability and traffic safety
  - Muni Equity Strategy
  - Free Muni for Youth Program and Free Muni for Seniors and Disabled Program
  - Vision Zero
- Update project/program progress and information, including:
  - Update cost and funding (e.g. funds now secured) information
  - Update information from regional transit operators, including City's shared obligation for Caltrain and BART
- Increased focus on core capacity, system resiliency and equity given rapid growth and affordability pressures
  - Extend Expenditure Plan period to SFTP period (25 years vs. 15 for T2030 Plan) to provide more revenues to address needs and better align with Plan Bay Area 2017 update
  - Address regional and local transit expansion priorities, i.e. Muni and BART cars, Caltrain Electrification and transportation system management

**DRAFT ½ Cent Transportation Sales Tax Expenditure Plan Funding Principles**

- Provide a bridge between 2017 and potential future revenue measures
  - Updated and extended Prop K Expenditure Plan, as early as November 2023
  - 2024 GO Bond (recommend in Transportation 2030 Report)
  - New bridge toll (RM3, estimated as early as 2018)
- Consider funding eligibility, particularly for those projects and programs that are not eligible for other key funding sources (e.g. Muni LRV and BART cars are not G.O. Bond eligible)





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# Plan Bay Area 2040 Update

Citizens Advisory Committee  
Agenda Item 14



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**May 25, 2016**



# What is Plan Bay Area 2040?

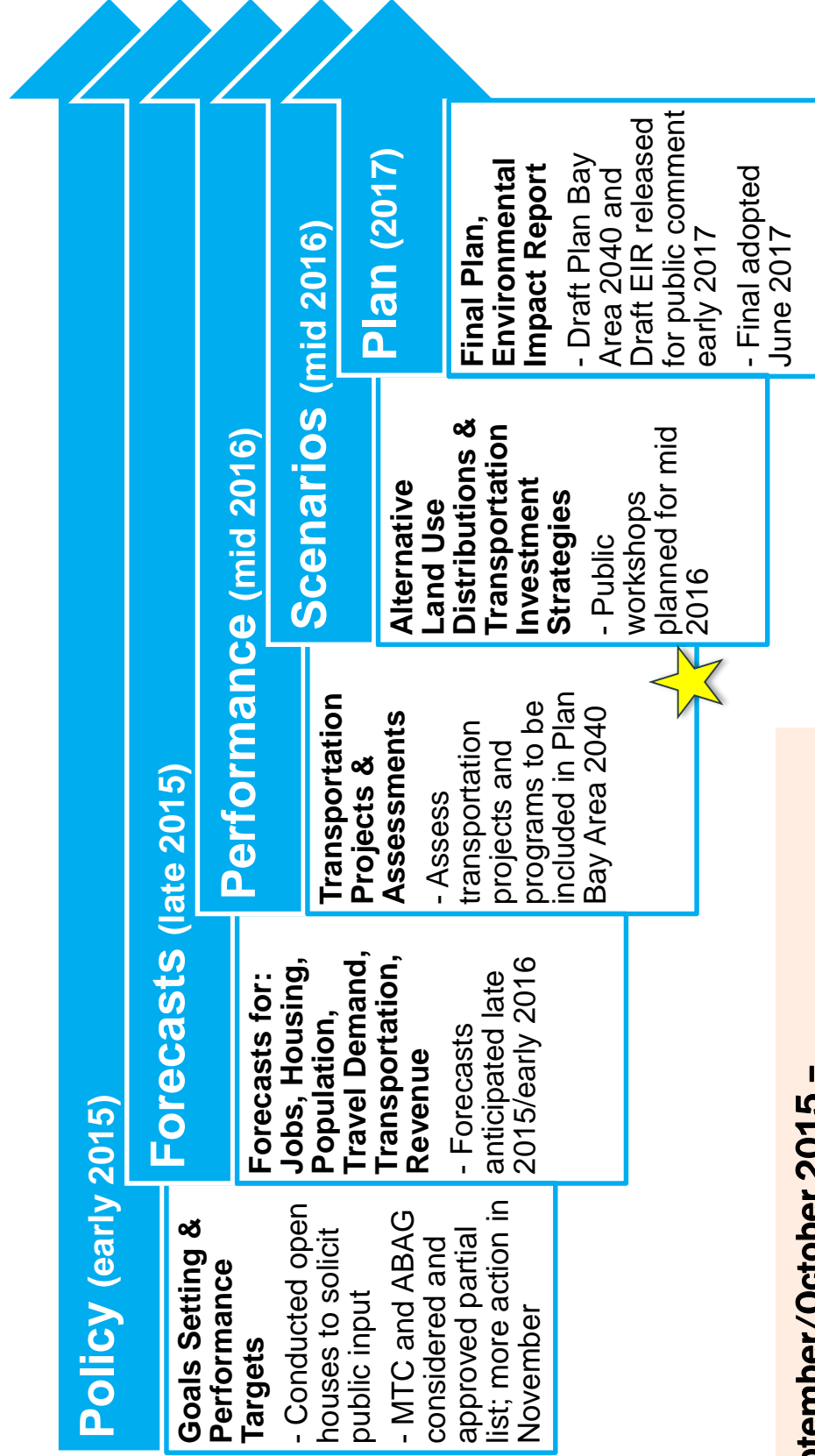
## PLAN BAY AREA 2040 > SUMMARY

- ▶ **Blueprint for the region's transportation investment for the 9 Bay Area counties through 2040**
- ▶ **Regional strategy to meet greenhouse gas reduction targets**
- ▶ **Plan to accommodate the need for new growth**



# Plan Bay Area 2040 Timeline

PLAN BAY AREA 2040 > SUMMARY



**September/October 2015 -**  
SFCTA approved list of projects and programs to submit to MTC for consideration for inclusion in PBA 2040

**May / June 2016 -**  
SFCTA revises project priorities to reflect modified discretionary funding target



# Investment Performance Assessment

PLAN BAY AREA 2040 > PROJECT PERFORMANCE ASSESSMENT

- ▶ **Projects - evaluate only largest capacity increasing projects that are seeking discretionary revenue**
- ▶ **Doesn't include:**
  - ▶ **Projects under \$100 million**
  - ▶ **Programmatic categories**
  - ▶ **Committed projects**

## ▶ **Purpose: Identify outliers – both high and low performers**

- ▶ **High – Eligible for regional discretionary funding**
- ▶ **Low – Have to justify why to include in PBA 2040**



Plan BayArea 2040

### Analysis Components



**TARGETS ASSESSMENT**  
*Assessed qualitatively using target scores*  
Determine impact on adopted targets

+



**BENEFIT-COST ASSESSMENT**  
*Assessed quantitatively using MTC Travel Model*  
Evaluate relative cost-effectiveness

# San Francisco Project Performance

PLAN BAY AREA 2040 > PROJECT PERFORMANCE ASSESSMENT

- ▶ **San Francisco projects performed worse than prior plan but still have many high performers**
- ▶ **Projects performed much better in Target assessment than Benefit-Cost assessment**

## 2013 Plan Bay Area High Performers:

PROJECT	Quantitative Benefit/Cost ratio	Qualitative (out of 10)
1 BART Metro Program	> 60	8.5
2 Treasure Island Congestion Pricing	59	4.0
3 Congestion Pricing Cordón Pilot	45	6.0
4 AC Transit Grant—MacArthur BRT	18	5.5
5 Freeway Performance Initiative	16	4.0
6 ITS Improvements in San Mateo Co.	16	4.0
7 ITS Improvements in Santa Clara Co.	16	4.0
8 Irvington BART Station	12	5.5
9 SFMTA Transit Effectiveness Project	11	7.5
10 Caltrain Electrification and six trains per hour service	5	7.5
11 BART to San Jose, Phase 2	5	7.0
12 Van Ness Avenue BRT	6	6.5
13 Better Market Street	6	6.0

Source: Metropolitan Transportation Commission

## Plan Bay Area 2040 High Performers:

- BART Metro**
- Treasure Island Congestion Pricing**
- Downtown Congestion Pricing**
- Caltrain Modernization/Downtown Extension**
- NEW - Geary BRT**
- NEW – Rail and Bus Transit Rehabilitation and Maintenance**





# San Francisco Project Performance

PLAN BAY AREA 2040 > PROJECT PERFORMANCE ASSESSMENT

## **San Francisco low performers\*:**

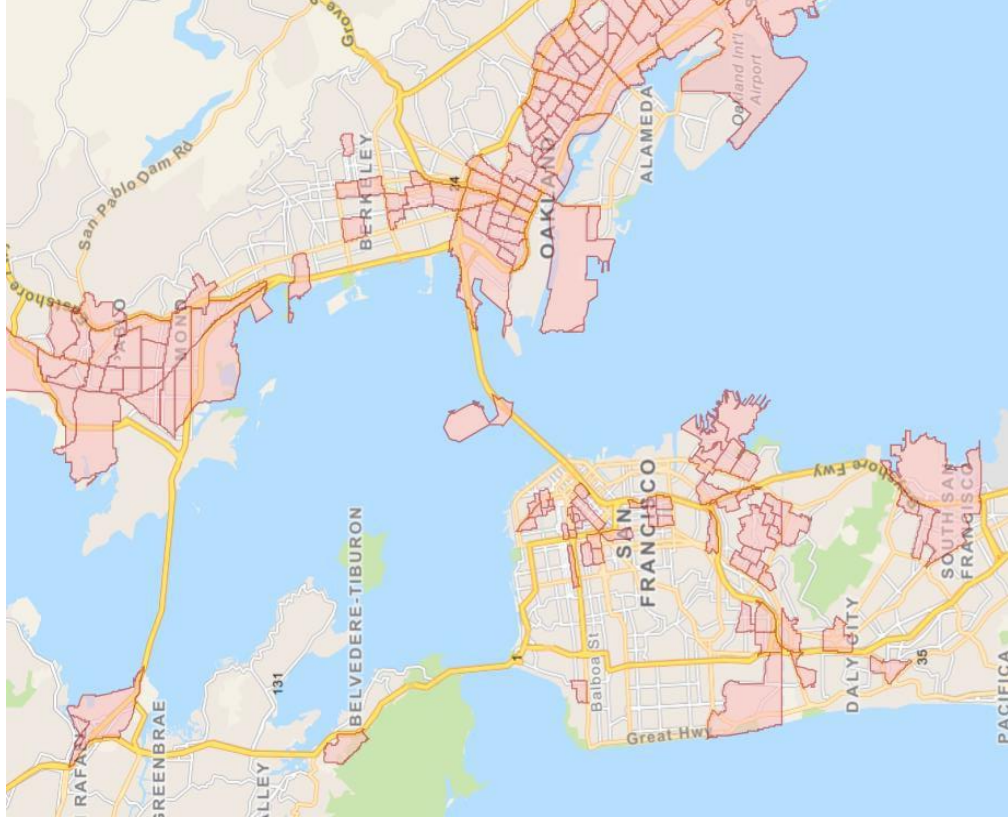
- ▶ **Southeast Waterfront Transportation Improvements**
- ▶ **Geneva BRT and Corridor Improvements**
- ▶ **Regional projects serving SF:**
  - ▶ **Bay Bridge West Span Pathway**
  - ▶ **Bay Bridge Express Bus Contraflow Lane**
  - ▶ **San Francisco – Redwood City Ferry**
  - ▶ **Antioch – Martinez – Hercules – San Francisco Ferry**

**\*All projects have low benefit-cost scores, but medium performance target scores.**



# Strategy to Advance Low Performers

PLAN BAY AREA 2040 > PROJECT PERFORMANCE ASSESSMENT



- ▶ **Meet MTC’s “compelling case” threshold if:**
  - ▶ **Benefits not captured by the travel model**
  - ▶ **Cost-effective means of reducing carbon dioxide, particulate matter, or ozone precursor emissions**
  - ▶ **Improves transportation mobility/improves air quality in Communities of Concern (CoCs)**
- ▶ **Both of SF low performers improve mobility in a CoC**

# Finalizing San Francisco's PBA 2040 Project Priorities

PLAN BAY AREA 2040 > FINANCIALLY CONSTRAINED SF PROJECT PRIORITIES

- ▶ **What projects need to be called out as stand-alone projects in PBA 2040?**
  - ▶ Any project seeking federal, state, or regional funding before 2021
  - ▶ Any project seeking a federal action before 2021
  - ▶ Large and/or capacity changing projects
- ▶ **Most projects bundled into programmatic categories**
- ▶ **May - September 2015: PBA 2040 call for projects**
  - ▶ Coordinated with project sponsors, regional agencies, members of the public
- ▶ **Initial local discretionary funding target: \$8.4 billion (in anticipation of lower final target)**



# Initial SF Project Priorities

PLAN BAY AREA 2040 > FINANCIALLY CONSTRAINED SF PROJECT PRIORITIES

- ▶ **October 2015: Board approved list of project priorities within our discretionary funding target**
- ▶ **Final list included:**
  - ▶ 58 San Francisco projects
  - ▶ 24 regional projects
  - ▶ 13 programmatic categories
- ▶ **Total discretionary funding request:**
  - ▶ Local discretionary: \$8.4 billion
  - ▶ Regional discretionary: \$1.4 billion



# Revised Final Local Discretionary Funding Targets

PLAN BAY AREA 2040 > FINANCIALLY CONSTRAINED SF PROJECT PRIORITIES



- ▶ **May 2016: MTC released revised local discretionary targets**
- ▶ **Two scenarios in case voters approve November 2016 transportation revenue measure**

	2015 Local Discretionary Funding Requested	2016 Revised Target	2016 Revised Target and New Revenue Measure
Local Discretionary Target Provided by MTC	\$8.4 billion	\$4.2 billion	\$4.2 billion
Additional Local Revenue (estimated)	n/a	\$2.1 - \$2.9 billion	\$2.1 - \$2.9 billion
New Revenue Measure			\$4.0 billion
Total	\$8.4 billion	\$6.3 - \$7.1 billion	\$10.3 - \$11.1 billion

# Strategy to Finalize San Francisco Project Priorities

PLAN BAY AREA 2040 > FINANCIALLY CONSTRAINED SF PROJECT PRIORITIES

- ▶ **Finalize revenue estimates, match to eligible uses**
- ▶ **Make reasonable assumptions about additional regional discretionary funds available for projects**

	2015 Request	2016 Request
Additional Regional Discretionary Funding	\$1.4 billion	TBD

- ▶ **Consider phasing projects that:**
  - ▶ **Have a significant request for discretionary funding**
  - ▶ **Likely won't enter construction before 2021**
  - ▶ **Haven't formally been declared a City priority through a planning or strategy process**
- ▶ **Make a reasonable adjustment to programmatic categories**



# Trade-Off Discussion for a Final Preferred Investment Scenario

PLAN BAY AREA 2040 > FINANCIALLY CONSTRAINED SF PROJECT PRIORITIES

- ▶ **Assignment of remaining regional discretionary funding must consider investment trade-offs:**
  - ▶ High priority regional projects
  - ▶ State of good repair (highways, local streets and roads, transit)
  - ▶ Regional programs (e.g. Clipper, Lifeline Transportation Program)
  - ▶ Other investments (e.g. regional housing program)
  - ▶ Local priorities
- ▶ **July – MTC releases draft preferred investment scenario**
- ▶ **September – MTC/ABAG approves final preferred transportation and land use scenario for PBA 2040**



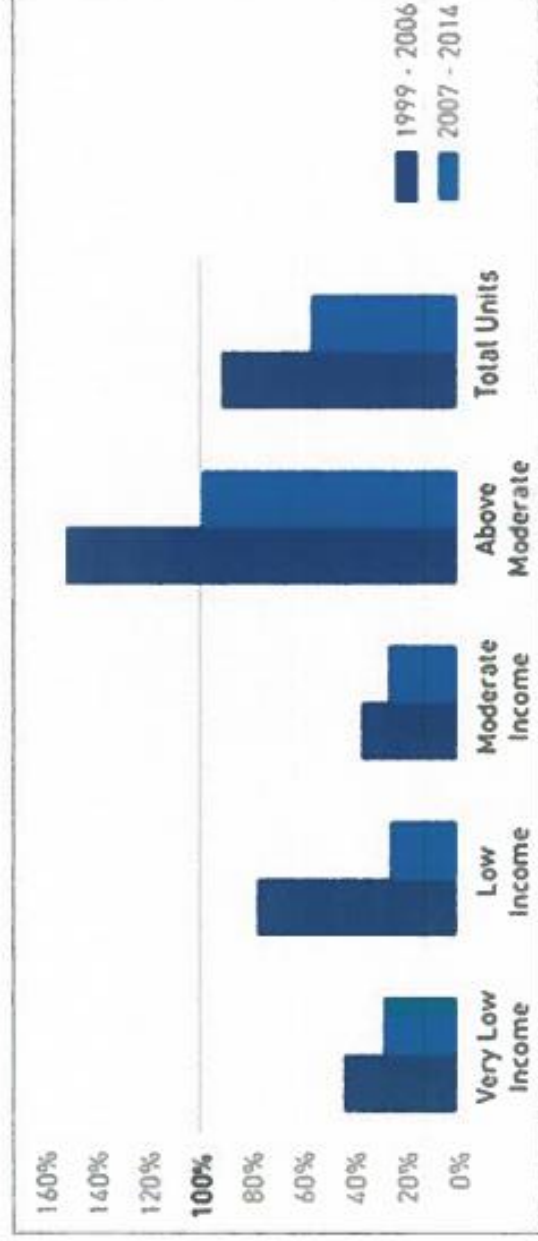


# Regional Housing Crisis

PLAN BAY AREA 2040 > REGIONAL HOUSING ACTION AGENDA

- ▶ **Most expensive housing market in the country**
- ▶ **Since 2010 region has added 1 housing unit for every 5 new jobs**
- ▶ **\$1.2 billion/year housing funding gap**

Chart 2: Share of Regional Housing Needs Allocation Permitted 1999-2014  
San Francisco Bay Area (Source: ABAG)



# Broad Strategies to Address Crisis

PLAN BAY AREA 2040 > REGIONAL HOUSING ACTION AGENDA

- ▶ **Build new housing**
  - ▶ Special attention to low- and moderate-income housing
- ▶ **Protect existing affordable units at risk of displacement through programs and/or policies, e.g.**
  - ▶ Rent control
  - ▶ Inclusionary housing
  - ▶ Direct subsidies
- ▶ **Advocate for new funding**
  - ▶ Local self-help strategies (e.g. San Francisco's \$300 million bond)
  - ▶ New/replacement state and federal resources



# Near Term Strategy – OBAG 2

PLAN BAY AREA 2040 > REGIONAL HOUSING ACTION AGENDA

- ▶ **One Bay Area Grant Program (OBAG) Cycle 2**
  - ▶ **\$790 million over 5 years**
  - ▶ **Program adopted in November 2015**
  - ▶ **\$72 million in additional funds available through federal transportation bill**
- ▶ **Possible investment proposals**
  - ▶ **Housing-related programs**
  - ▶ **Core capacity transportation investments**
  - ▶ **County programs**

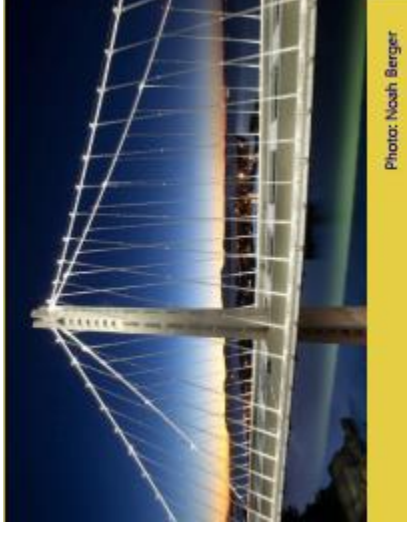


Photo: Noah Berger



# OBAG 2 Housing Program Options

PLAN BAY AREA 2040 > REGIONAL HOUSING ACTION AGENDA



- ▶ **Reward Jurisdictions**  
Bonus for cities/counties (2015 – 2019)
- ▶ **Direct Investment**  
Pilot preservation loan fund
- ▶ **Regulatory Approach**  
Additional funds conditioned on adopted housing policies, affordable housing production, and/or current affordability



Photo: Bridge Housing, Armstrong Place

- ▶ **MTC Action in July 2016**

# Proposed Medium Term Strategies

PLAN BAY AREA 2040 > REGIONAL HOUSING ACTION AGENDA

- ▶ **Infrastructure finance fund**
- ▶ **Similar to existing Transit Oriented Affordable Housing (TOAH) program**
- ▶ **Could include new Naturally Occurring Affordable Housing (NOAH) program**
- ▶ **MTC has existing authority, just needs funding**
- ▶ **Regional jobs-housing linkage fee**
- ▶ **Regional housing bond/fee and trust fund**



# What's Next? (Estimated Schedule)

PLAN BAY AREA 2040 > NEXT STEPS

<b>May 2016</b>	ABAG releases draft scenario performance assessment
<b>May CAC / June Plans and Programs (anticipated)</b>	SFCTA revises project priorities according to new discretionary funding target
<b>June 14, 2016 6:30-8:30pm</b>	<b>Plan Bay Area 2040 San Francisco Open House</b> Hotel Whitcomb (1231 Market St)
<b>June 2016</b>	MTC approves final list of high and low performing projects
<b>June CAC / July Plans and Programs</b>	SFCTA information item evaluating progress toward meeting PBA 2040 goals and objectives and advocacy strategy for preferred scenario
<b>July 2016</b>	MTC/ABAG release draft preferred scenario, approves OBAG 2 funding distribution
<b>September 2016</b>	MTC/ABAG adopt preferred transportation investment and land use scenario
<b>September 2016 through June 2017</b>	MTC/ABAG perform environmental review of preferred scenario
<b>June 2017</b>	MTC/ABAG adopt Plan Bay Area 2040



# Questions?

For more information:  
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[www.sfcta.org/rtp](http://www.sfcta.org/rtp)





RESOLUTION APPROVING THE SAN FRANCISCO ADVOCACY GOALS AND OBJECTIVES AND PROJECT LIST FOR PLAN BAY AREA 2040

WHEREAS, Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which sets policy and transportation investment priorities in the nine Bay Area counties; and

WHEREAS, This cycle the RTP/SCS under development is known as Plan Bay Area (PBA) 2040; and

WHEREAS, Transportation Authority staff, in consultation with partner City agencies and its Technical Working Group, developed the goals and objectives shown in Attachment 1 to guide its regional PBA 2040 advocacy through the plan's adoption in mid-2017; and

WHEREAS, Inclusion in the financially constrained portion of PBA 2040, either as an individual project listing or by inclusion in a programmatic category, is mandatory for all projects seeking state or federal funds or a federal action; and

WHEREAS, A project must be shown as an individual project listing in PBA 2040 if it increases capacity (e.g., roadway widening, operational improvements that increase throughput, and new transit services) so that MTC can model air quality conformity impacts; and

WHEREAS, As a Congestion Management Agency (CMA), the Transportation Authority coordinates San Francisco's local project and program priorities for PBA 2040 and submits these to the MTC; and

WHEREAS, In its role as a CMA, on May 26, 2015, the Transportation Authority issued a joint call for projects to public agencies and members of the public for consideration for inclusion in San Francisco's local project list for PBA 2040; and



WHEREAS, The CMA call for projects is just one of several inputs (e.g., MTC-led local streets and roads rehabilitation needs, transit capital rehabilitation needs, baseline transit operating needs, highway maintenance and operating needs, regional transit operator project priorities) that MTC and ABAG will consider when developing the preferred investment scenario for PBA 2040; and

WHEREAS, As part of the PBA 2040 call for projects process, the Transportation Authority conducted countywide outreach to public stakeholders, seeking community input in the project nominating process and the development of advocacy goals and objectives; and

WHEREAS, From this initial list of suggestions and project proposals, and drawing from the adopted San Francisco Transportation Plan, the Transportation Authority worked with City agencies to develop a list of San Francisco projects and programs shown in Attachments 2 through 5 that fits within San Francisco's assigned (initial) local discretionary funding budget of \$8.4 billion, which is not a guaranteed level of funding for San Francisco and is subject to downward revision by MTC; and

WHEREAS, The proposed project priorities also identifies projects for which San Francisco seeks regional discretionary funding through PBA 2040, reflecting projects that in staff's judgement best align with PBA 2040 goals and objectives and are anticipated to perform well in the regional project performance evaluation; and

WHEREAS, The Transportation Authority will work with MTC, ABAG, project sponsors, and other stakeholders, to participate in the regional project evaluation and policy discussions leading to development of a final list of San Francisco and regional priorities to be included in the fiscally constrained element of PBA 2040; and

WHEREAS, At its September, 2015 meeting, the Citizens Advisory Committee was briefed on the advocacy goals and objectives and project list, and adopted a motion of support for the staff

recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; and

WHEREAS, At its October 27 meeting, at Commissioner Campos' request, the Transportation Authority Board unanimously approved a motion amending San Francisco's Goals and Advocacy Objectives to provide greater clarity related to housing/anti-displacement policy objectives, as shown in Attachment 1; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the attached advocacy goals and objectives and project list for PBA 2040.

Attachments (4):

1. San Francisco Goals and Advocacy Objectives
2. Final Draft List of San Francisco Projects
3. Final Draft List of Regional Projects
4. Final Draft List of San Francisco Programmatic Categories



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of October, 2015, by the following votes:

**Ayes:** Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

**Nays:** (0)

**Absent:** Commissioners Avalos and Mar (2)

*Scott Wiener*

Scott Wiener  
Chair

10/28/15

Date

*Tilly Chang*

Tilly Chang  
Executive Director

11/3/15

Date

ATTEST:

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

**FINANCIAL**

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

This includes:

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

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

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

## Attachment 1

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

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

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

## POLICY

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

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

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

4. **Equity issues** ~~– (Develop San Francisco policy recommendations related to address the following equity issues in PBA, many of which overlap.)~~
  - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
  - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
  - **Communities of Concerns** – Advocate for money to continue MTC's Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
  - **Housing/Anti-Displacement** – ~~How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.~~ Work with Mayor's Office of Housing, San Francisco Planning Department and housing community groups to develop recommendations to support planning/production of affordable housing and to prevent/mitigate displacement. Recommendations may touch on all aspects of PBA from goals and performance targets, to program guidelines to policy and advocacy decisions. Examples include: establishing a performance target to measure displacement risk, increasing funding for the Transit Oriented Affordable Housing (TOAH) fund, prioritizing regional PDA planning funds for jurisdictions that want to develop and implement anti-displaced policies and programs, advocate for MTC/ABAG to offer technical assistance to develop/implement supportive policies and programs.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City's ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.



**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
1	BART	Rail Capacity Long Term Planning and Conceptual Design - BART	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system. Will be informed by the Core Capacity Transit Study.	citywide	\$ 30.0	\$ -	\$ 30.0		
2	Caltrain	Rail Capacity Long Term Planning and Conceptual Design - Caltrain	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system (e.g. grade separations, Caltrain Modernization Phase 2). Will be informed by the Core Capacity Transit Study.	citywide	\$ 10.0	\$ -	\$ 10.0		
3	Port of San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	10	\$ 17.0	\$ 0.1	\$ 16.9		Regional service-O&M costs assumed to be covered by WETA
4	SF Planning	Balboa Reservoir Street Network	Includes a new street network throughout the Balboa Reservoir site. Exact street alignments TBD.	7	\$ 16.0	\$ 16.0			Fully Funded
5	SF Planning	Central SoMa Plan Street Network Changes	Includes significant changes to roadway configurations for Howard, Folsom, Harrison, Bryant, Brannan, 3rd and 4th Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, and other changes.	6	\$ 140.0	\$ 140.0			Fully Funded
6	SF Planning	Central Waterfront/Pier 70 Street Network	Includes a new street network throughout the adjacent Pier 70 and Potrero Power Plant sites - combined 50+ acres east of Illinois Street --, including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 58.0	\$ 58.0			Fully Funded
7	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards: Close the Great Highway south of Sloat and replace it with a coastal trail; Reconfigure Sloat and key intersections to create a safer, more efficient street; Consolidate street parking, and bicycle access along the south side of Sloat.	4, 7	\$ 28.0	\$ -	\$ 28.0		
8	SF Planning	HOPE SF (Sunnydale and Potrero) Street Networks	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnydale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 31.0	\$ -	\$ 31.0		

**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
9	SF Planning	India Basin Roadway Transportation Improvements	Includes potential realignment and improvements on Innes Avenue, Hudson Ave., Hunters Point Boulevard, and Jennings St. to calm traffic and improve pedestrian, transit, and bicycle safety and connectivity. Also includes segments of Bay Trail.	10	\$ 16.0	\$ 5.0	\$ 11.0		
10	SF Planning	Mission Rock (SWL 337) Street Network	Includes a new street network throughout the Seawall Lot 337 development site, including traffic calming pedestrian and bike network, and transit/shuttle stops, as well as consolidation and replacement of the existing 2,300 car parking on site into a single garage.	6	\$ 58.0	\$ 58.0			Fully Funded
11	SF Planning	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	This program studies the SE quadrant of San Francisco marrying land use and transportation needs for both existing and future scenarios. The study evaluates potential realignment of the Caltrain Downtown Extension, tear down of I-280 and associated local street network improvements, relocation or reduced footprint of the Caltrain rail yard at 4th and King, and associated land use opportunities.	6, 10	\$ 4.0	\$ 1.8	\$ 0.4	\$ 1.8	Strong PDA linkage. Regionally significant.
12	SF Planning	Rincon Hill Street Plan Network Changes	Includes significant changes to roadway configuration for Harrison, Spear, Main, Beale, Fremont, & 1st Streets - sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, addition of bike lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 37.0	\$ 15.0	\$ 22.0		
13	SF Planning	Schlage Lock Development Street Network	Includes a new street network throughout the Schlage Lock site, setting up possible future connections south to Brisbane Baylands.	10	\$ 28.0	\$ 28.0			Fully Funded
14	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	Includes significant changes to roadway configurations for Mission, Howard, Folsom, Spear, Main, Beale, Fremont, 1st, Essex, and Hawthorne Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 209.0	\$ 209.0			Fully Funded
15	SF Public Works	Bayview Transportation Improvements	Implement direct access routes from US 101 to the Hunters Point Shipyard. Improvements will include repaving existing roadway and adding new curbs, curb ramps, sidewalks, street lighting, trees and route signage.	10	\$ 39.0	\$ 10.9	\$ 28.1		

**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
16	SF Public Works	Better Market Street - Transportation Elements	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.	3, 5, 6	\$ 415.0	\$ 225.0		\$ 190.0	High performer in Plan Bay Area
17	SF Public Works	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	10	\$ 501.0	\$ 455.7	\$ 45.3		
18	SF Public Works	Mission Bay New Roadway Network	New roads, extensions and widening of existing roads within the Mission Bay neighborhood, completing the street grid.	6	\$ 118.0	\$ 96.4	\$ 21.6		
19	SF Public Works	Re-build and widen Harney Way	Re-build existing Harney Way and widen to 8 lanes; add bike lanes and sidewalks. Supports the Geneva-Harney Bus Rapid Transit Project. Project limits: US 101 to Jamestown.	10	\$ 27.0	\$ 25.0	\$ 2.0		
20	SF Public Works	Southeast Waterfront Transportation Improvements - Phase 1	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure.	10	\$ 271.0	\$ 245.8	\$ 25.2		
21	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project will study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be done as a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	11	\$ 6.0	\$ 0.1	\$ 5.9		
22	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal and crosswalk on Ocean Avenue to control the off-ramp.	11	\$ 11.0	\$ 0.7	\$ 10.3		
23	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Congestion Pricing	A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.	3, 6	\$ 84.0	\$ 84.0			Fully Funded

**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
24	SFCTA	Downtown Value Pricing/Incentives - Pilot	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area	3, 6	\$ 132.0	\$ 50.2	\$ 27.8	\$ 54.0	High performer in Plan Bay Area
25	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	Increased frequencies of transit service to support value pricing pilot	3, 6	\$ 572.0	\$ 572.0			Fully Funded
26	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes Express transit to be funded with HOT lane revenues.	5, 6, 8, 9, 10, 11	\$ 43.0	\$ 0.3	\$ 21.4	\$ 21.3	
27	SFCTA	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. The typical lane width of the roadway will be increased to 11 feet, with an outside lane width of 12 feet to accommodate buses. Usable outside shoulders will be added to improve emergency response and provide a refuge for disabled vehicles. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes.	2	\$ 1,595.0	\$ 1,595.0			Fully Funded
28	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.	citywide	capital: \$ 23.0 operating: \$ 114.0	\$ 50.0	\$ 17.4	\$ 69.6	Expected high performer. Supports MTC managed lanes focus.

**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
29	SFCTA	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.	citywide	\$ 52.0	\$ -	\$ 10.4	\$ 41.6	Supports MTC equity targets. Regionally significant.
30	SFCTA	San Francisco Transit Performance Initiative	Capital improvements to improve transit efficiency and performance at key intersections or choke points in San Francisco's transit network. Improvements or enhancements could include rail or bus operational and efficiency improvements (e.g. passing tracks, intersection reconfiguration).	citywide	\$ 95.0	\$ -	\$ 95.0	\$ -	San Francisco portion to serve as local match to regional TPI funds.
31	SFCTA	Southeast San Francisco Caltrain Station	Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).	10	\$ 45.0	\$ 5.6	\$ 39.4	\$ -	
32	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan.	6	\$ 118.0	\$ 107.0	\$ 3.0	\$ 8.0	High performer in Plan Bay Area
33	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.	6	\$ 846.0	\$ 846.0	\$ -	\$ -	Fully Funded
34	SFCTA	Treasure Island Mobility Management Program: Transit Capital	New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands.	6	\$ 65.0	\$ 42.0	\$ 5.0	\$ 18.0	High performer in Plan Bay Area
35	SFCTA	Vision Zero Ramp Improvements	This project would improve safety for all users on freeway ramps and at ramp intersections within San Francisco county, focusing on the intersections with the highest numbers of collisions, especially severe and fatal collisions. This may include lower cost signal timing and striping treatments at certain locations as well as major ramp reconfigurations at others.	5, 6, 8, 9, 10, 11	\$ 43.0	\$ -	\$ 15.0	\$ 28.0	Supports MTC managed lane focus. Regionally replicable.

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

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
36	SFCTA	Yerba Buena Island (YBI) I-80 Interchange Improvement	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off-ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	6	\$ 168.0	\$ 168.0			Fully Funded
37	SFMTA	Arena Transit Capacity Improvements	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.	6	capital: \$ 45.0 operating: \$ 92.0	\$ 137.0			Fully Funded
38	SFMTA	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.	10	\$ 13.0	\$ -	\$ 13.0		
39	SFMTA	EN Trips: 16th Street Corridor Improvements	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Treatments include transit-only lanes, transit stop optimization, bus bulbs, boarding islands, and traffic and turn lane modifications, and pedestrian safety improvements in support of Vision Zero. Previously part of RTP project 240158.	6, 8, 9, 10	\$ 69.0	\$ 47.0	\$ 22.0		
40	SFMTA	EN Trips: 7th and 8th Street Improvements	Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Previously part of RTP project 240158.	6	\$ 9.0	\$ -	\$ 9.0		

**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
41	SFMTA	EN Trips: Folsom and Howard Street Improvements	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be implemented. Howard Street would be restriped from 4 to 3 car lanes, with a buffered bicycle lane. Previously part of RTP project 240158.	6	\$ 44.0	\$ 25.0	\$ 19.0		
42	SFMTA	Expand SFMTA Transit Fleet	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities.	citywide	capital: \$ 1,093.0 operating: \$ 584.1	\$ 398.0	\$ 959.1	\$ 320.0	
43	SFMTA	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.	1, 2, 3, 5, 6	capital: \$ 300.0 operating: \$ 174.0	\$ 57.0	\$ 342.0	\$ 75.0	Assumes \$75 million in FTA Small Starts
44	SFMTA	Geneva Light Rail Phase I: Operational Improvements	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.	citywide	\$ 270.0	\$ -	\$ 270.0		



**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
45	SFMTA	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.	10, 11	capital: \$ 104.0 operating: \$ 152.0	\$ 49.0	\$ 207.0		
46	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	2, 3, 6	capital: \$ 61.0 operating: \$ 26.0	\$ 4.0		\$ 83.0	Seeking non-transportation funding for project (e.g. National Park Service).
47	SFMTA	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.	citywide	capital: \$ 382.0 operating: \$ 134.0	\$ 208.0	\$ 268.0	\$ 40.0	High performer in Plan Bay Area.
48	SFMTA	Muni Metro/M-Line/19th Avenue Core Capacity Project	Increase the capacity and reliability of the Muni Metro subway by transforming the M-Ocean View into a high-capacity 4-car train line. Includes grade-separation between West Portal and Parkmerced; line re-alignment to serve Parkmerced TOD; re-design of 19th Ave (Eucalyptus to Junipero Serra) with multimodal improvements in support of Vision Zero; and capacity improvements to Muni Metro Subway.	3, 4, 5, 6, 7, 8, 9, 10, 11	\$ 1,150.0	\$ 76.0	\$ 644.4	\$ 429.6	Likely high performer, will be vetted through Core Capacity Transit Study.

**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
49	SFMTA	Parkmerced Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	7	\$ 60.0	\$ 60.0			Fully Funded
50	SFMTA	Rail Capacity Long Term Planning and Conceptual Design - SFMTA	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing or planned rail corridors of the Muni light rail system (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, Geary Avenue Light Rail Transit, Upper Market to Mission Bay/SOMA Light Rail Transit, under-grounding existing rail lines).	citywide	\$ 245.0	\$ -	\$ 245.0		
51	SFMTA	Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Conversion of travel lanes from automobile use for enhanced bicycle network improvements and traffic calming efforts.	citywide	\$ 1.0	\$ -	\$ 1.0		
52	SFMTA	SFgo Integrated Transportation Management System	SFgo is San Francisco's Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.	citywide	\$ 89.0	\$ 55.0	\$ 6.8	\$ 27.2	SFgo received regional discretionary funds in Plan Bay Area because of its managed lanes link.
53	SFMTA	SFpark Project Expansion	Expand the SFpark parking management program to strategic areas in San Francisco with cutting edge occupancy sensors, additional signage, marketing and information resources, and with expanded parking management software and database technology.	citywide	\$ 26.0	\$ -	\$ 26.0		
54	SFMTA	Treasure Island Intermodal Terminal	Terminal and layover facilities for Treasure Island SFMTA bus service.	6	\$ 3.0	\$ 3.0			Fully Funded
55	SFMTA	Treasure Island/Yerba Buena Island Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	6	\$ 56.0	\$ 56.0			Fully Funded

**Attachment 2**  
**Plan Bay Area 2040 - List of San Francisco Projects**  
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
56	SFMTA	T-Third Mission Bay Loop	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.	10	\$ 7.0	\$ 7.0			Fully Funded
57	SFMTA	T-Third Phase II: Central Subway	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.	3, 6	\$ 1,578.0	\$ 1,578.0			Fully Funded
58	SFMTA	Van Ness Avenue Bus Rapid Transit	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	2, 3, 5, 6	\$ 215.0	\$ 215.0			Fully Funded
		<b>Total</b>			<b>\$ 13,047.1</b>	<b>\$ 8,085.7</b>	<b>\$ 3,554.4</b>	<b>\$ 1,407.1</b>	

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

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
59	AC Transit	Bay Bridge Contraflow Lane	This project would convert an existing lane on the Bay Bridge to a contraflow lane and add associated infrastructure. This would improve transbay bus travel times as well as reliability	\$ 167.0			\$ 167.0	See SFCTA's Core Capacity Implementation - Planning and Conceptual Engineering project
60	BART	BART Metro Program	Investments in support of the region's Sustainable Communities Strategy, potentially including core system trackway and route service enhancements, capacity improvements at stations and facilities, integrated transit service and expansion of high capacity transit lines. This includes studies of a future Transbay Corridor Rail Crossing.	\$ 1,900.0	\$ -	\$ 25.0	\$ 1,875.0	High performer in Plan Bay Area.
61	BART	BART Rail Vehicle Replacement Program	Purchase 775 rail cars to replace existing aging fleet.	\$ 2,584.0	\$ 2,584.0			
62	BART	BART Security Program	Program will improve or enhance BART security to protect patrons and the BART system. Projects to be implemented include: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance - CIP Track Two Portion; and 7) Weapons Detection Systems.	\$ 250.0	\$ 206.0		\$ 44.0	Funded under programmatic categories.
63	BART	BART Station Access Improvements	Project combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing demand for BART services.	\$ 800.0			\$ 800.0	Funded under programmatic categories.
64	BART	BART Station Modernization Program	Investments include systemwide improvements (e.g., wayfinding, lighting, communications, security, surface refinishing, pigeon mitigation, etc.), station modernization (paid area and platform expansion, new restrooms, upgraded systems and communications, lighting, intermodal expansion and upgrades, new elevators, escalators and other vertical circulation, etc.).	\$ 3,733.8			\$ 3,733.8	Funded under programmatic categories.
65	BART	BART Transbay Corridor Core Capacity Project	This project includes new train control system (\$915 million); 306 additional train cars (\$1,622 million); and necessary traction power upgrades (\$100 million).	\$ 2,806.0	\$ 1,306.0	\$ 75.0	\$ 1,425.0	

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

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
66	BART	Hayward Maintenance Complex Phase 1	This project will include acquisition and use of four warehouses outside of the current west boundary of the yard. Three of these four existing warehouse structures are proposed for Component Repair, Central Warehouse, and Maintenance & Engineering use, and would be seismically upgraded and retrofitted for BART use, and the fourth would be demolished and a new overhaul shop would be constructed in its place. The existing vehicle inspection area would be enlarged from one bay to four bays. South of Whipple Road work will include additional connecting track, track crossovers, and switches.	\$ 409.2	\$ 409.2			
67	Caltrain	Caltrain At-Grade Crossing Improvements	This project will involve work to improve at-grade crossing safety, signalization, crossing guards, striping, and signage. Project may include but is not limited to the installation of four quad gates at intersections, video monitoring and alarm management systems.  Improve performance, reduce pollutants, improve operations, capacity, service and reduce dwell time through electrified/modernized trains and station improvements including: Santa Clara County's share of EMU conversion with longer EMUs, level boardings, and longer platforms.	\$ 3.0	\$ 3.0			See SF Planning's Railyard Alternatives and I-280 Boulevard Program project and Caltrain's Rail Capacity and Long Term Planning and Conceptual Design project.
68	Caltrain	Caltrain Modernization (Electrification) Phase 1	This project will be implemented after the PCEP and includes the procurement of additional EMU rolling stock to replace all of Caltrain's diesel fleet with EMUs and to expand all EMU trains to 8-car consists. Diesel service will be maintained between San Jose and Gilroy. The project also includes platform and station modifications to achieve level boarding at 32 Caltrain stations.	\$ 224.0			\$ 224.0	
69	Caltrain	Caltrain Modernization (Electrification) Phase 2	Implementation of access improvements throughout the Caltrain system including bicycle, pedestrian, bus and shuttle improvements as well as parking enhancements. Project also includes station improvements and reconfiguration to remove the "holdout" rule and / or provide (or improve) ADA access at 22nd Street, South San Francisco, Broadway, Atherton and College Park, and other stations.	\$ 727.0			\$ 727.0	See Caltrain's Rail Capacity Long Term Planning and Conceptual Design project.
70	Caltrain	Caltrain Systemwide Access and Station Improvements		\$ 221.0	\$ 104.0		\$ 117.0	Funded under programmatic categories.

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

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
71	Caltrain	Caltrain Terminal Improvements	This project includes planned improvements to Caltrain's North and South Terminals. The South Terminal project includes the addition of new mainline track and signal controls both north and south of Diridon Station. The North Terminal project includes the reconfiguration of Caltrain's North Terminal to enhance capacity and improve the efficiency of both rail operations and passenger movements.	\$ 297.0	\$ 1.2		\$ 295.8	Funded under programmatic categories.
72	Caltrain	Caltrain Vehicle Procurement Program	tbd	tbd	tbd	tbd	tbd	We would like to see the rest of Caltrain's fleet electrified to replace diesel vehicles. Supports Core Capacity and could be funded under that entry/program.
73	Caltrain	Peninsula Corridor Electrification Project	The Peninsula Corridor Electrification Project (PCEP) includes the electrification of the Caltrain corridor between San Francisco and San Jose, the procurement of new, Electric Multiple Unit rolling stock, and an increase in the Caltrain service levels.	\$ 1,963.0	\$ 793.2	\$ 20.0	\$ 1,149.8	Existing San Francisco RTIP commitment beyond current \$60 million local SF commitment. Amount tentative pending ongoing MOU discussions.
74	GGBHTD	Gangways and Piers	Golden Gate Ferry facilities in Sausalito, Larkspur and San Francisco are 30 years old and require major rehabilitation. The Gangways and Piers project will replace and rehabilitate fixed guideway connectors, including floats, floating barges, fenders, ramps and gangways, throughout the Golden Gate Ferry system. Total estimated cost is \$112M (2017 dollars)	\$ 112.0			\$ 112.0	\$27.2 million represents San Francisco's share of the project.
75	GGBHTD	Golden Gate Bridge Moveable Median Barrier	Installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.	\$ 45.0	\$ 45.0			Fully funded
76	GGBHTD	Golden Gate Bridge Physical Suicide Deterrent System	The Project proposes to construct a physical suicide deterrent system on the Golden Gate Bridge. It will consist of a horizontal marine-grade stainless steel netting installed along the west and east sides of the Bridge.	\$ 98.0	\$ 98.0			Fully funded
77	GGBHTD	Golden Gate Bridge Rehabilitation Projects	Rehab of the Golden Gate Bridge to maintain a state of good repair. Includes: South Tower access and paint rehab; suspension bridge superstructure/North Tower paint; suspension bridge under deck recoating; floor beam and bracing replacement/ rehab; Bridge pavement repair.	\$ 1,002.0	\$ 441.0		\$ 561.0	

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

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
78	GGBHTD	Golden Gate Bridge Seismic Retrofit Phase 3B	Seismic Retrofit of the Golden Gate Bridge. Phase 3B, which includes the 4,200 foot-long main span, two 1,125 foot-long side spans, the two 746 foot-tall towers, and the south tower pier of the Suspension Bridge and two undercrossing structures at the Bridge toll plaza.	\$ 891.0	\$ 212.0		\$ 679.0	
79	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	This project will construct a bicycle, pedestrian, and maintenance path from downtown San Francisco to Yerba Buena Island. The project is from approximately PM 5.5 to 7.8 on I-80.	\$ 691.0	\$ 10.0		\$ 681.0	
80	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.	\$ 575.0	\$ -	\$ 75.0	\$ 500.0	San Francisco will advocate for MTC to fund core capacity next steps.
81	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.	\$ 1,899.4	\$ 1,899.4			Subject to change pending outcome of MTC Cost Review.
82	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.	\$ 2,596.0	\$ 639.0	\$ 367.9	\$ 1,589.2	Subject to change pending outcome of MTC Cost Review. Existing San Francisco RTIP commitment of \$17.85 million
83	Transit Operators (all)	Routine Transit Needs	State of good repair, operations, and maintenance programming for transit operators.	To be determined by MTC	To be determined by MTC	See programmatic category for Transit Preservation/Rehabilitation	To be determined by MTC	MTC is evaluating SOGR needs through separate process. Local and regional discretionary amounts will be refined through Plan Bay Area 2040 process.
				\$ 23,994.3	\$ 8,751.0	\$ 562.9	\$ 14,680.6	

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



## Attachment 4

## Plan Bay Area 2040 - List of San Francisco Programmatic Categories

All numbers in \$YOE millions.

	Purpose	Programmatic Category	Project Cost	Committed Funding	Local Discretionary Funds
1	Operations	Routine Local Road Operations and Maintenance	\$ 52.0	\$ 52.0	\$ -
2	Preservation	Local Road Preservation/Rehabilitation <sup>1</sup>	\$ 909.0	\$ -	\$ 909.0
3	Preservation	Transit Preservation/Rehabilitation <sup>1</sup>	\$ 2,125.0	\$ -	\$ 2,125.0
4	System Management	Emission Reduction Technology (e.g. Transportation Fund for Clean Air projects)	\$ 2.0	\$ 2.0	\$ -
5	System Management	Local Road Intersection Improvements	\$ 141.0	\$ 70.3	\$ 70.7
6	System Management	Local Road Safety and Security	\$ 165.0	\$ 86.2	\$ 78.8
7	System Management	Minor Transit Improvements	\$ 201.0	\$ 35.9	\$ 165.1
8	System Management	Multimodal Streetscape Improvements	\$ 293.0	\$ 91.5	\$ 201.5
9	System Management	Planning	\$ 47.0	\$ 15.0	\$ 32.0
10	System Management	Transit Management Systems	\$ 8.0	\$ 6.0	\$ 2.0
11	System Management	Transit Safety and Security	\$ 98.0	\$ 6.3	\$ 91.7
12	System Management	Travel Demand Management	\$ 65.0	\$ 15.0	\$ 50.0
13	Expansion	New Bike/Pedestrian Facility <sup>2</sup>	\$ 644.0	\$ 110.0	\$ 533.0
			\$ 4,750.0	\$ 490.2	\$ 4,258.8

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

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



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## *Memorandum*

TO: MTC Commission

DATE: April 22, 2016

FR: Executive Director

RE: Advancing the Regional Housing Agenda

### **Background**

The Bay Area's current housing crisis reflects the cumulative impacts of both its robust job market and its abject failure to keep pace with housing construction, especially near growing job centers, over the last 40 years. Since 2010, the Bay Area has added almost 500,000 jobs but only 50,000 new housing units. In addition, significant cuts to federal and state housing programs have further limited the ability of public agencies to meet the growing needs of low- and moderate-income renter households given median wage deflation from 2000-2013. Annual housing funding shortfalls to meet the region's Regional Housing Needs Allocation for 2014-22 and for the Plan Bay Area period exceed \$1 billion annually, while households are faced with the most expensive housing market in the nation. These housing challenges and rapid job growth have been accompanied by record levels of freeway congestion, and increased crowding on many regional transit systems. More information on the Bay Area's chronic housing challenge can be found in the brief white paper in Attachment A.

Addressing housing affordability and neighborhood stability in the Bay Area is not only critical to ensuring that all residents have access to decent and safe living conditions but also the ability of the region to continue to add jobs and attract skilled workers, achieve Plan Bay Area's sustainable growth objectives by reducing greenhouse gas emissions from transportation, and meet its equity goals through a stronger link between the locations of jobs and housing.

MTC has historically played a limited, but growing role related to housing, providing incentives and direct grants to local jurisdictions and transit agencies to support market rate and affordable infill development in transit-accessible neighborhoods. Since 1998, MTC has provided planning and capital grants, adopted the Resolution 3434 TOD policy, invested in the Transit Oriented Affordable Housing (TOAH) revolving loan fund, and created the OBAG housing incentive program among other initiatives, as outlined in the timeline in Attachment B.

In the transportation sector, when faced with growing demand and similar funding shortfalls in the 1980's and 1990's, transportation agencies throughout the region initiated self-help transportation programs. By 2010, these programs, including county sales tax and vehicle registration fees as well as Regional Measure 2, raised almost \$1 billion annually to supplement stagnant state and federal transportation funding. MTC has also developed a comprehensive legislative advocacy program related to transportation funding and policy. The key question addressed in this memo is whether the region in general – and MTC in particular – should follow

a similar self-help model to rapidly expand the production and preservation of affordable housing in the Bay Area.

Based on Commission direction in fall 2015, MTC and the Association of Bay Area Governments (ABAG) convened a regional forum, *Calling the Bay Area Home*, on February 20, 2016, to further consider the role of regional agencies in addressing displacement and affordable housing. Approximately 300 residents, business organizations, elected officials, and other stakeholders attended the forum. A recap of the forum, including videos and position papers, is available on the MTC website: <http://mtc.ca.gov/whats-happening/news/february-forum-jumpstarts-conversation-housing-policy>.

The event was structured around the three potential policy approaches, recognizing that there is no singular solution to the housing crisis:

- Build new housing including market-rate and affordable units.** The Bay Area has not produced an adequate number of housing units for its growing population for decades. While there are a number of reasons why this has occurred in the past, the region needs new tools and resources to fund and deliver both market-rate and affordable housing near transit and job centers in the future. Higher production of new housing near transit and job centers will, in the long-term, improve housing affordability and neighborhood stability at a regional level.
- Protect existing affordable units and low- and moderate-income households that are at risk of displacement.** Both preservation of at-risk deed-restricted units near transit as well as acquisition and protection of existing market-rate rental units as affordable housing are key strategies to maintain affordability in neighborhoods where rents are rising faster than incomes. Without subsidies though, the market is unable to provide housing for low- and moderate-income households. Even though some public subsidies are available for low-income housing, there are no dedicated sources of funding available to support moderate-income housing.
- Advocate for self-help solutions as well as increased state and federal resources.** The lack of adequate funding for state and federal housing programs and infrastructure funding to support transit-oriented infill housing has coincided with a significant increase in demand for rental and affordable housing production subsidies, thereby creating the perfect storm. Similar to the “self-help” approach for transportation projects, the region needs to raise more of its own revenue to address the growing housing and affordability crisis. In the case of some new regional approaches to housing funding (such as a multi-county tax or bond measure), state legislative authorization will be needed.

Outlined below are short and medium-term initiatives that the Commission could choose to pursue to increase housing and support long-term affordability throughout the region. These initiatives are not intended to represent all of the possible actions that can be taken regionally and no one initiative will be sufficient to address the long-term housing challenges the Bay Area is facing. Instead, the options present a range of approaches in terms of timing, ease of implementation, and magnitude of potential impact in addressing the housing crisis – to jumpstart the discussion and to consider in the context of the institutional question to be discussed in your next item on MTC and ABAG integration. Staff seeks Commission direction on which housing action alternatives to pursue further.

## Housing and the One Bay Area Grant Program – Near-Term

As previewed in a December 2015 report to the Commission, preliminary estimates indicate that the Bay Area’s share of One Bay Area Grant funds – federal highway dollars known as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) – will increase by approximately \$72 million through the end of the OBAG 2 funding cycle as a result of the enactment of higher authorization levels in the Fixing America’s Surface Transportation (FAST) Act. Although the housing forum did not focus specifically on OBAG, the funding program was discussed as a possible strategy to incentivize jurisdictions to tackle the housing affordability challenge.

Staff outlined three initial investment concepts at the recent March 2016 Partnership Board meeting including a distribution of the additional revenues according to the adopted OBAG 2 framework with 45% being directed to the county programs through the existing housing incentive formula (\$32 million) and the remaining 55% being directed to various regional programs (\$40 million), as well as Options A and B described in more detail below. Since these funds were unexpected and present an opportunity to address critical challenges facing the Bay Area, staff recommends the Commission focus its consideration on Options A and B below rather than the “stay the course” option:

- A. Invest the increase on near-term regional transportation priorities that can deliver congestion and transit crowding relief in key corridors. This is similar to previous Commission actions that focused federal augmentation funds toward a key safety investment in the Golden Gate Bridge suicide barrier or bailed out the State Transportation Improvement Program during a prior state funding trough.
  - ***Bay Bridge Core Capacity Project:*** The San Francisco-Oakland Bay Bridge Corridor is the most congested in the region and is the workhorse of the seven State-owned toll bridges, carrying nearly 160,000 vehicles westbound across the bay. Transbay peak transit service is also at capacity – with BART, buses and ferries all experiencing crush loads. However, there are opportunities to add a second or third person to many solo vehicles, thus moving more people in fewer cars and buses to make better use of the bridge’s capacity. Implementation of near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus transit use will help us make significant progress.

Potential near-term operational strategies include: establish Bus/HOV lane on West Grand Ave. on-ramp, convert HOV lane to express lanes on Sterling Street on-ramp to facilitate carpooling in eastbound direction, facilitate casual carpooling opportunities in San Francisco and Oakland, provide more frequent, higher-capacity transbay express bus services, deploy arterial signal/transit signal priorities to improve bus speed and reliability, create more commuter parking facilities, offer flexible, on-demand transit serving markets in East Bay, San Francisco and further down the Peninsula, and deploy Intelligent Transportation Systems (ITS) strategies to better manage the entire

bridge corridor, including approaches at I-580, I-80 and I-880. The \$72 million in OBAG funds could fund these core capacity improvements as well as shore up transit funding for near-term capacity expansion projects within the Bay Bridge Corridor. Additional detail about this proposal can be found in Attachment C.

- B. Focus the increase on direct housing investments or a bonus for local jurisdictions that produce housing to help address the region's housing crisis. There are a number of different approaches to use OBAG funding to support housing, including a transportation grant reward, direct investment in housing preservation, or conditioning the receipt of OBAG funds on local housing policies.

Should the Commission choose to focus the OBAG augmentation on housing as outlined in Option B above, staff offers the three different short-term approaches described below for your consideration to support the production and preservation of affordable housing.

1. **Reward Jurisdictions:** Award the additional OBAG funding available via the FAST Act to cities and counties that produce the most low and moderate income housing in Priority Development Areas from 2015-2019. This would deviate from the current CMA county-based approach by providing direct rewards to local jurisdictions based on prospective housing production using some or all of the \$72 million in available funding, offering transportation grants to cities and counties that deliver desperately needed affordable homes.
2. **Direct Investment:** Invest in a revolving loan fund to convert apartment buildings to deed-restricted affordable units over time. This pilot-project would secure long-term affordability at a lower per-unit cost than constructing new affordable housing. This investment would complement MTC's TOAH investment with a "little brother" that might be called the Naturally Occurring Affordable Housing (NOAH) program. Like TOAH, these new loan funds could be returned to MTC, and MTC can require minimum leverage from other funding sources. This approach would require some exchange of funds to address eligibility limitations of FAST Act funds. MTC's investment could be leveraged by as little as 3:1 or as much as 7:1, preserving 200 – 2,000 homes in the process.
3. **Regulatory Approach:** Condition additional funding to cities based on what anti-displacement policies are in place, their recent affordable housing production, or their current level of affordability to low-wage workers. Current adopted city and county housing policies have been inventoried by ABAG and a menu of policies for consideration could include accessory dwelling units, by-right development, commercial-linkage fees, just-cause evictions, rent stabilization, or inclusionary zoning.

Attachment D provides more detail on how options 1 through 3 could be operationalized.

### **Housing Initiatives Beyond OBAG – Medium Term**

Under the merged planning department outlined in MTC Resolution 4210 – or the recently recommended Option 7 – there is an opportunity to mobilize new initiatives that are needed for the region to exceed its abysmal 35% RHNA performance for very low, low and moderate income units, while also supporting increased market rate supply. Based on the housing forum and subsequent discussions with stakeholders and city staff, MTC staff has identified three

regional initiatives that can further support housing construction for the Commission to consider. These initiatives are intended to have limited or no impact over the medium term on existing transportation funding streams while providing support to a range of communities across the region. As noted above, the Bay Area is a wealthy region with a track record of financing transportation, schools, and open space at the city, county and regional level. Housing should be no different. San Francisco has already adopted a \$300 million housing bond, with Alameda County and others considering a fall 2016 measure. These resources, coupled with the strategies below, will be required to put a dent in the annual \$1+ billion affordable housing funding shortfall. More details on these efforts can be found in Attachment E, and are summarized in the table below.


<i>Potential Regional Housing Strategies</i>	<i>Potential for Regional-Level Impact on Housing</i>	<i>Timeframe for Implementation</i>
<b>Within MTC’s Existing Authority</b>		
Infrastructure Finance Fund	Medium	1 – 3 years
<b>Outside MTC’s Existing Authority, requires State Legislation and Voter Approval</b>		
Regional Jobs-Housing Linkage Fee	High	2 – 5 years
Regional Housing Bond/Fee Program and Trust Fund	Medium	2 – 4 years

**Required Legislation**

To implement a self-help approach to the region’s housing crisis, MTC, ABAG, and their city and county partners will need to secure legislation that allows for multi-county bonds or fees to support housing construction and housing related infrastructure similar to the legislation authorizing a regional gas tax. The region needs both a regular and substantial source of housing funding to address the \$1+ billion shortfall and a means to administer those funds through a joint powers agreement or another mechanism.

Staff consultation with affordable housing providers, market-rate developers, foundations and equity stakeholders suggests that there is strong interest in developing a Bay Area housing affordability advocacy platform that advances policy and funding mechanisms specific to the Bay Area and its needs.

MTC has regularly supported bills that will increase the supply of housing and will continue to support key legislative initiatives that can help the region achieve its Plan Bay Area housing objectives. However the region should not count on the state or the federal government suddenly changing course after years of disinvestment in housing. Staff strongly believes that the region must tackle the housing crisis head-on as if the Bay Area’s economy and livability depend on it – because they do. We look forward to your discussion about MTC’s proper role in that ambitious undertaking.

  
 \_\_\_\_\_  
 Steve Heminger



## Attachment A: Key Challenges for Bay Area's Housing

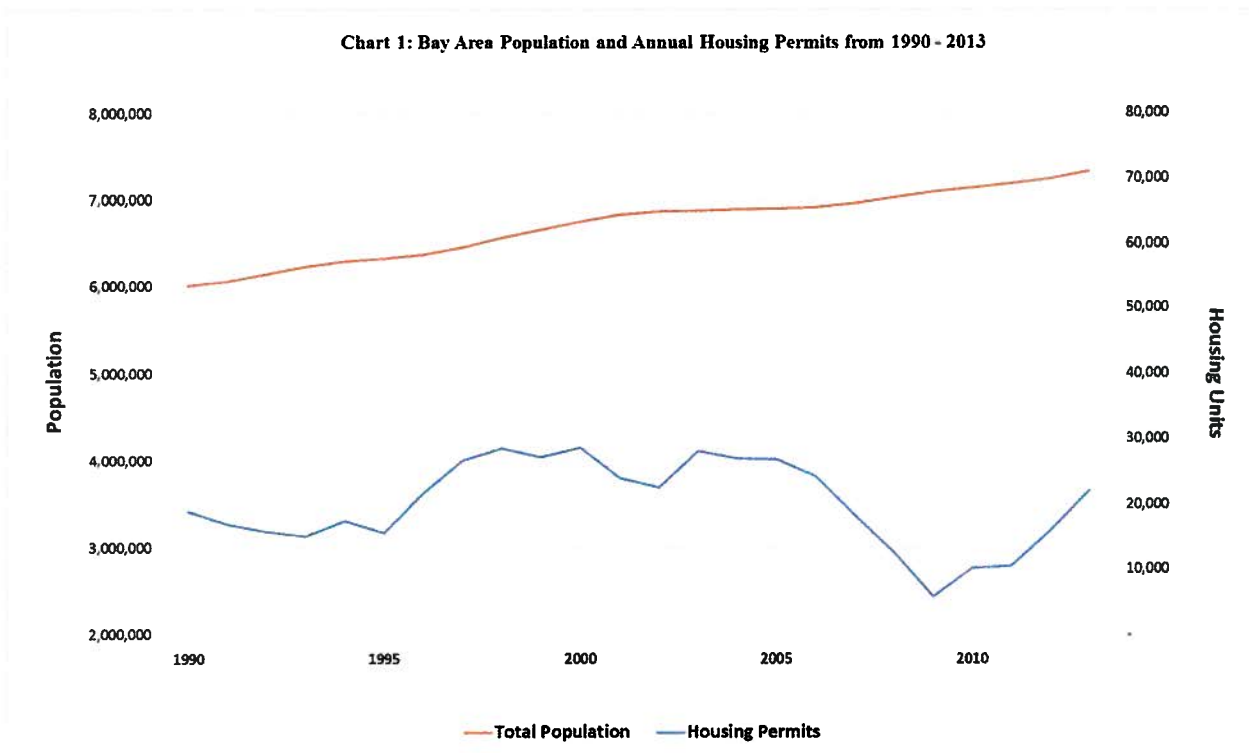
### Overview

The Bay Area's housing affordability and neighborhood stability crisis has been decades in the making. It is the cumulative outcome of numerous local, regional, state and federal legislative and regulatory actions (or inactions) over the last 40 years, arguably all the way back to the mid-1970s, when the rate of housing construction in the Bay Area first started to lag behind the rest of the country<sup>1</sup>.

Since there are multiple perspectives among various stakeholders on the root causes of and solutions to the current housing crisis, staff has developed this white paper in an attempt to capture these various perspectives on key challenges for review and consideration by the MTC Commission as it develops proposals for regional action. While this paper presents the key findings from staff research, it does not represent a comprehensive account of all the housing issues in the region.

### Key Housing Challenges

1. **Housing production in the Bay Area has lagged growth in jobs and residents for decades** – The region has consistently failed to build an adequate number of housing units to accommodate the growing number of jobs and residents in the region. For example, *since 2010, the region has added only 1 new unit for every 5 new jobs*. Chart 1 compares the 25-year population and annual housing permits, noting the region adding population every year during that period. Lack of adequate supply to meet our growing population is a major contributor to high housing costs in the region.



While the cost of housing has increased significantly for both owner and renter households, the level of support and protections for homeowners is far higher than for renters<sup>2</sup>, leading to a higher risk of displacement for renters during periods of growth and expansion. If housing production consistently lags demand, a housing crisis, especially for renters during a jobs boom, is unavoidable.

<sup>1</sup> See CA Legislative Analyst's Office Report, 2016, at <http://www.lao.ca.gov/Publications/Report/3345>

<sup>2</sup> Homeowners benefit from Proposition 13, which limits increases to their property taxes, and from federal tax policies, which allow tax deductions on mortgage interest.



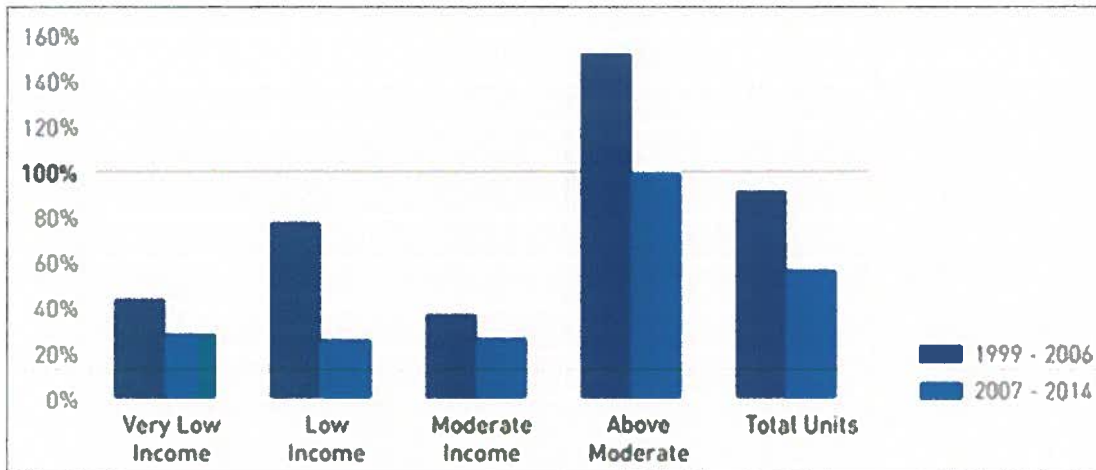
“Our goal is not to stop all development. Our goal is to stop incredibly large development that focus exclusively on market-rate housing.”

– Edwin Lindo, Vice President for External Affairs for the San Francisco Latino Democratic Club, in an interview with the San Francisco Business Times referring to a proposed moratorium on building new housing in the Mission District (July 2015)

Typically, as market-rate rental housing ages, it becomes more affordable to a wider range of households. For example, as shown in the chart below, market-rate rental housing built in the high-cost cities of Los Angeles and San Francisco between 1980 and 1985 were high in 1985 (rents were over 80%), but the same units were more affordable (rents were close to median of all rental units) in 2011, a 1% increase in affordability year-over-year.

- Affordable housing production in the Bay Area has lagged even further behind market-rate units** – Since 1999, the region has built less than a third of the units needed to meet the needs of vulnerable populations such as low- and moderate-income households, seniors and the homeless. *The private market hasn’t been able to provide housing for even middle-income households*, especially since the cost of land and construction in the Bay Area has increased faster than the rate of inflation. As illustrated in Chart 2, the Bay Area has struggled to meet all of its Regional Housing Needs Targets, issuing permits for about 35% of the needed low and moderate income housing. This left over 100,000 affordable units unbuilt from 1999-2014. The region exceeded its above moderate (market rate) housing targets over the same period, but too often those homes were far from established job centers. Looking forward, the strong housing market and fewer affordable housing resources are likely to result in similar results going forward.

**Chart 2: Share of Regional Housing Needs Allocation Permitted 1999-2014 San Francisco Bay Area (Source: ABAG)**



In fact, housing production for moderate income households (the region’s middle class) has been lower than any other income category since the 1990s<sup>3</sup>. The market provides a diminishing number of homes for non-affluent buyers and subsidies for moderate income households are largely nonexistent.

“We can’t build our way out of the housing crisis . . . but we won’t get out without building.”

– Rick Jacobus in an article, *Why We Must Build* – <http://www.shelterforce.org> (March 2016)

<sup>3</sup> See Regional housing Needs Allocation Report for 1999-2014, ABAG

3. **Even the housing that is built is not “location-efficient”** – Much of the recent housing production has occurred in East Bay jurisdictions while much of the job growth in high-growth industries is concentrated in the West Bay. This has led to longer commutes, more congestion on highways and local streets, higher environmental and health impacts, and higher transportation costs for all workers. These outcomes not only affect Bay Area residents’ quality of life, but also limit the economic growth potential of the region’s employers.

The lack of affordable housing close to low- and moderate-wage jobs, which are often co-located with the high-wage jobs, creates an even bigger imbalance for low- and moderate-income households. These households are unable to compete with higher-wage workers for the limited number of market-rate housing units in neighborhoods near jobs and transit. This jobs-housing mismatch has resulted in higher displacement risk, longer commutes and higher transportation costs for lower-wage workers<sup>4</sup>.

4. **Instead of facilitating planned development, strong local and state regulations often prevent all development** – Many local jurisdictions have laws that require developers to secure conditional use permits for housing developments that are consistent with adopted zoning codes and general plans furtherer delaying and restricting new housing construction. These requirements – essentially prohibiting “by-right” development, even affordable housing development – are largely non-existent in most other metropolitan regions (New York, Washington DC and Seattle, among others).

"It is long past time that we as an agency recognize the need. Will it drive some developers away? Probably. Those left standing will understand the requirements."

– *BART Director Joel Keller, City of Antioch, speaking after the agency adopted a policy that requires developers to provide 20% affordable housing units in projects built on BART station property (February 2016)*

Similarly, *state environmental protection laws inadvertently restrict higher-density, mixed-use, infill development*, leading to cost escalation due to delays and litigation. While SB226 and SB743 have attempted to address the issue, the impact of such laws relative to enabling infill development has been modest.

A report released by the law firm Holland & Knight in August 2015 found that projects designed to advance California’s environmental policy objectives are the most frequent targets of CEQA lawsuits: transit is the most frequently challenged type of infrastructure project (more than both highways and local roadways); renewable energy is the most frequently challenged type of industrial/utility project; and housing (especially transit-oriented housing) is the most frequently challenged type of private-sector project. *Almost 80 percent of all CEQA challenges were filed against infill development.* These outcomes can only be described as utterly perverse.

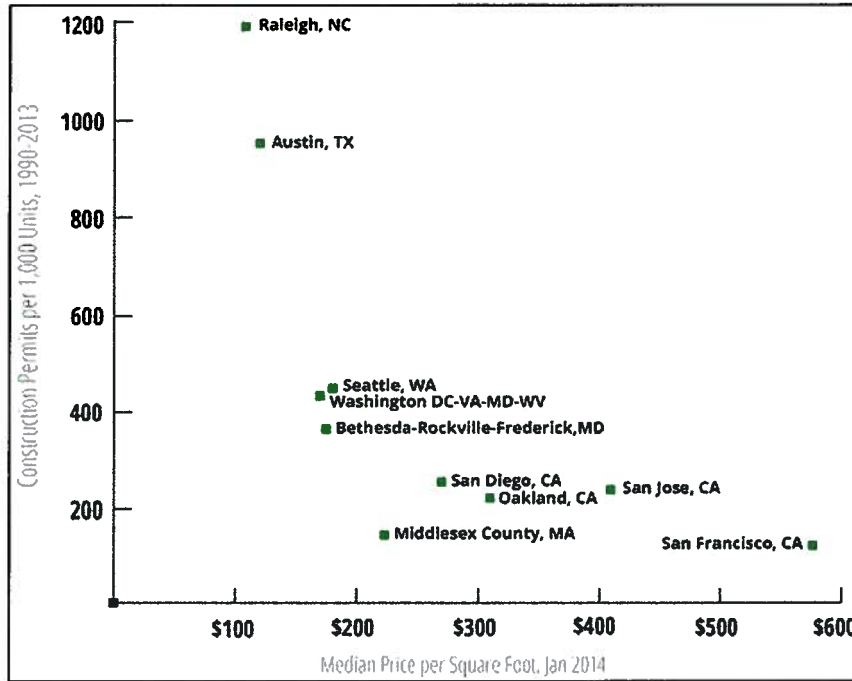
"An adequate supply of housing cannot be built in a day, but will be built faster if we work together and avoid the false and polarizing choice of affordable versus market-rate. We need both, and building new market-rate housing takes pressure off existing supply that serves residents from a wide range of incomes."

– *Dr. Micah Weinberg, President of the Bay Area Council Economic Institute and a renter in Oakland, in a guest commentary – Oakland housing crisis is a deep hole, but it must start digging – in Inside Bay Area (March 24 2016)*

<sup>4</sup> See: <http://interact.regionalchange.ucdavis.edu/roi/>

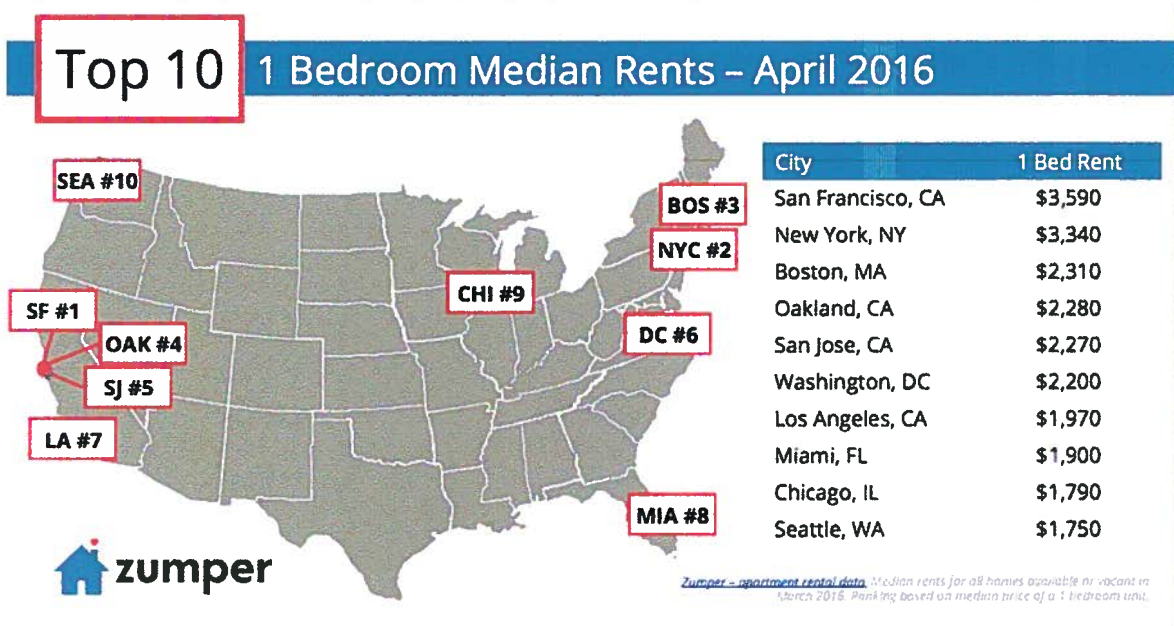
Chart 3 below compares housing cost per square foot in 2013 with housing permits per 1,000 homes in 1990. During that span, Seattle, WA issued construction permits at a rate of a little over 400 new permits for every 1,000 units that existed in 1990. During the same time, San Francisco, CA permitted just 117 units for every 1,000 units that existed in 1990. In 2014, home prices in Seattle, WA were a little under \$200 per square foot, compared to almost \$600 per square foot in San Francisco.

**Chart 3: Home Prices and New Construction in Technology Hubs 1990-2013 (Source: Trulia)**



The cost of housing is not limited to home purchases. As seen in Chart 4, the Bay Area is now home for four of the five most expensive rental markets in the nation.

*Chart 4: Cities with the Highest Rents, 2016 (Source: Zumper Real Estate)*





5. **Low- and moderate-income renters face high displacement risk in almost every city** – As housing costs rise, lower-income renters are often forced to move to neighborhoods farther away from jobs, transit and amenities. The lack of adequate tenant protections, or availability of subsidized or “naturally affordable” market-rate units in the most “desirable” neighborhoods, has accelerated displacement of lower-income residents and businesses from the urban core.

"It made my heart sink and my stomach feel bad. We are not against affordable housing. We just want to see it done in a sensible, responsible, good way."

– *Marin resident and President of the Lucas Valley Homeowners Association, Maggie McCann, referring to filmmaker George Lucas' proposal to use \$100 million of his own money to finance 224 low-income apartments on a piece of land he owns called Grady Ranch (June 2015)*

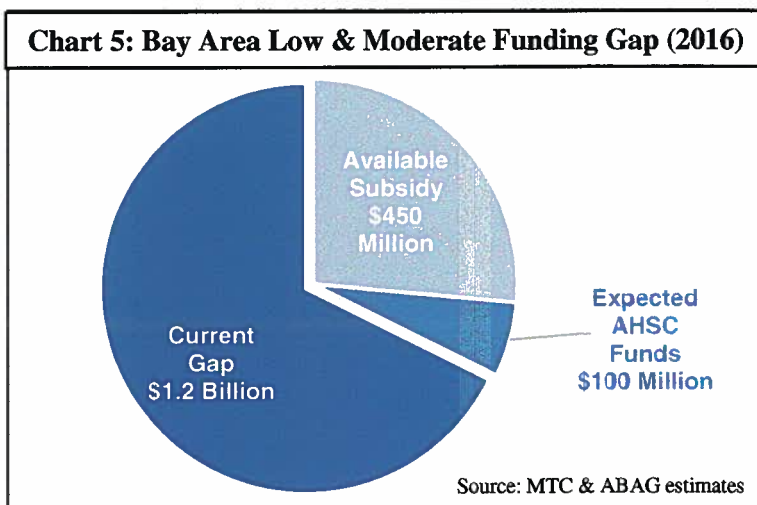
Without their strong rent stabilization and just cause provisions in place, cities such as San Francisco, East Palo Alto and Oakland would have been expected to lose even more lower-income renters. Despite the benefit of tenant protections many lower-income renters have relocated to more affordable neighborhoods in the suburbs, unintentionally displacing existing residents in these communities to locations farther from the region's core and related employment centers. This domino effect is one reason why *even the most affordable cities in east Contra Costa and Solano County are experiencing displacement*. Communities that add jobs but not sufficient housing pose the highest risk of displacement to lower-income renters. Communities that have historically underbuilt market-rate and affordable housing have lost the largest percentage of lower-income renters since 2000<sup>5</sup>. These

6. **Elimination of Redevelopment Authorities has further restricted infill development and affordable housing production** – The dissolution of redevelopment agencies by the state has eliminated a large source of funding for infill and affordable housing projects, and restricted the ability of local jurisdictions to secure and assemble parcels, fund infrastructure improvements that support market rate and affordable housing development. *Redevelopment authorities in Alameda County contributed more than \$500 million for affordable housing between 2001 and 2011*<sup>6</sup>.

"The scale of the affordable housing crisis and the need for funding to address it over the next five years is much greater than \$250 million — more like twice that amount (in San Francisco). We appreciate the mayor's commitment to a bond measure, and we urge him to push as far as possible."

– *Peter Cohen, Director of Council of Community Housing Organizations, referring to Mayor Ed Lee's proposal for a bond issue to fund affordable housing in San Francisco (February 2016)*

7. **Declining state and federal resources have constrained the ability of public agencies to respond** As state and federal funding for housing programs has declined, the number of low- and moderate-income households that are rent burdened has increased significantly. Chart 5 shows the current annual funding gap to construct the low and moderate income units allocated to the Bay Area for the 2015- 2022 regional housing needs cycle. The lack of resources, in light of the dissolution of local redevelopment functions and the end of the Proposition 1C funding, creates a tremendous challenge to the region as it seeks to catch up with its past low and moderate income housing construction shortfall.



<sup>5</sup> See: [http://planbayarea.org/pdf/prosperity/research/REWS\\_Final\\_Report.pdf](http://planbayarea.org/pdf/prosperity/research/REWS_Final_Report.pdf)

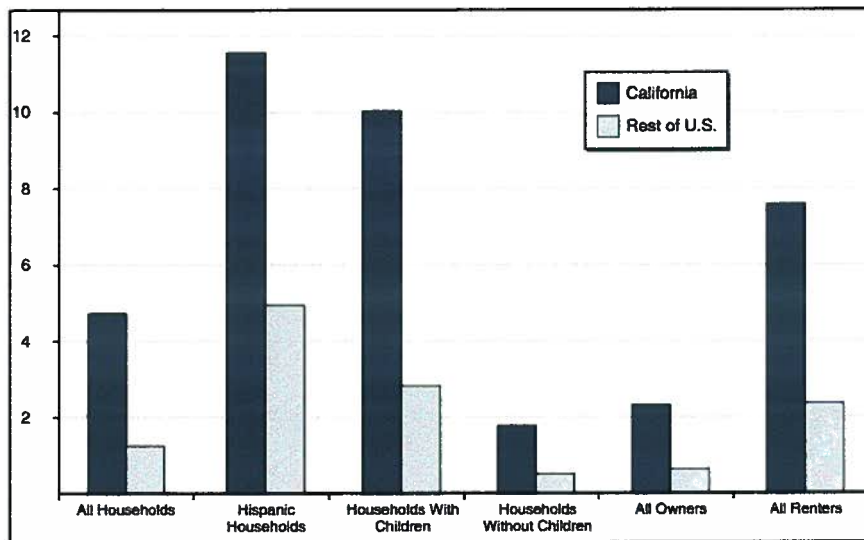
<sup>6</sup> See: <https://www.acgov.org/cda/hcd/documents/Lost-Redevelopment-funds-impact-Affordable-Housing.pdf>

8. **Availability of developable land is limited due to geography and strong land protections** – The Bay Area has done an excellent job of protecting large tracts of wetlands, agricultural land and open space compared to most other metropolitan areas. This effort has limited sprawl on “greenfields”, expanded recreational opportunities and preserved scenic and natural resources. However, the resulting constrained supply of developable land coupled with significant and multiple challenges to infill development has severely restricted housing production across the region.

As mentioned before, the lack of housing production, in the long term, creates conditions for significantly higher housing costs in later years. This dynamic has also led to the long-term trend of Bay Area workers commuting from nearby regions with comparably affordable housing. These long distance commutes to homes, often developed on former farmland, leads to higher per capita greenhouse gas (GHG) emissions and traffic congestion at the region’s gateways.

9. **Wages of low- and moderate-income households have lagged behind rising housing costs** – Even as housing costs rise and funding for housing programs decline, wages of low- and moderate-income households have not kept pace with the rate of inflation. Real wages for many renters have actually declined in terms of purchasing power, with 2013 median household income still below 2000 median household income though it is on the rise. Chart 6 shows a critical way wage and housing pressures manifests itself, with high crowding throughout the state at a rate nearly four-times the national average. California now has the highest share of overcrowded renters in the nation. *Nearly 30 percent of the country’s households living in overcrowded conditions are in California* (CHPC, 2014).

**Chart 6: Crowding Rates in California and the Rest of US, 2013 (Source: LAO Report, 2016)**  
**Percentage of Household Type Living in Crowded Housing**



10. **Proposition 13 has resulted in fiscalization of development decisions** – State law caps property tax increases for owners of residential and commercial property. While Prop 13 benefits long-term homeowners, it reduces the fiscal benefits of housing when compared to retail or commercial development, leading many jurisdictions to view housing as a “net loss”. *Homeowners also lack the motivation to allow new residential development in their neighborhoods*, since lower supply provides significant financial benefits in terms of higher housing values and increased equity.

*On the other hand, Owners of commercial property lack the motivation to develop vacant parcels* since the “cost” of holding these properties is relatively low, and a potential windfall from rising land values over time relatively high. Consequently, even in “hot” real estate markets, many parcels remain vacant and underutilized. Proposition 13 is another key aspect of the perfect storm of heavy regulation, limited subsidies and disincentives that together make the Bay Area unaffordable for many families in 2016. Peer metropolitan regions in other states do not have a comparable statute that provides extreme advantages for long-term homeowners and puts entry level households at a distinct disadvantage.

11. **A relatively large number of currently deed-restricted affordable housing units are at risk of conversion to market-rate units** – A recent report<sup>7</sup> published by the California Housing Partnership Corporation (CHPC) identified around 6,000 units in the region that are at risk of conversion. A large share of these units are located close to transit. All of these units currently house low-income renters. Preserving these units as permanently affordable housing is significantly cheaper than building new affordable units. Unfortunately, most cities in the region do not have a plan to systematically identify at-risk affordable units and prevent these units from being converted to market-rate units. State law also does not allow local jurisdictions to take full RHNA credits for preserved units.

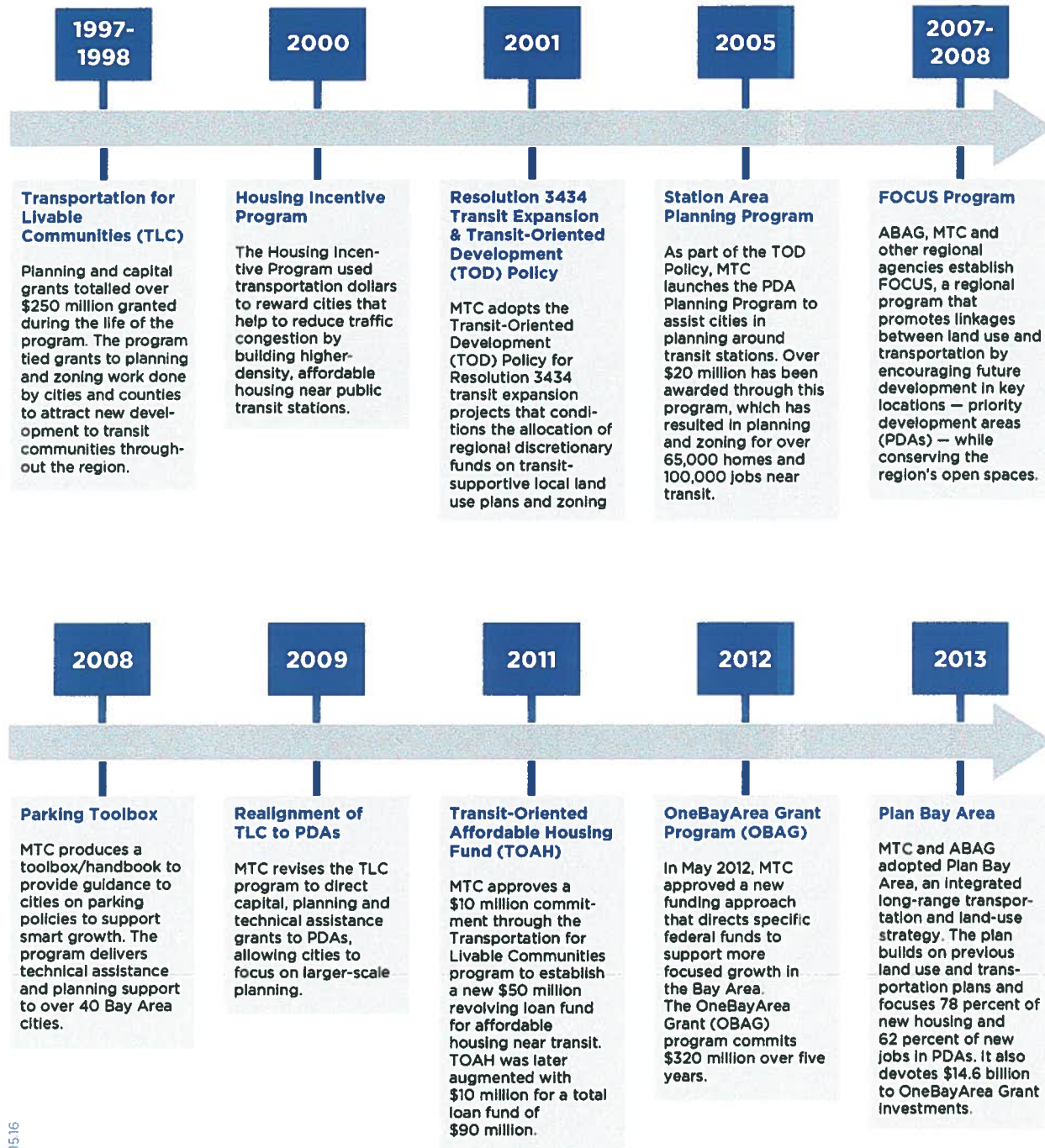
## Conclusion

Staff's analysis of the Bay Area' multi-decade housing affordability shortfall has made it clear that, like most chronic problems, the region's shortage of housing cannot be solved with a single solution. Effectively moving the needle on housing affordability in a manner that expands housing choices, reduces displacement pressures on our most vulnerable citizens and strengthens the connection between transit, jobs and housing requires a multi-pronged strategy. The region must pursue a multi-pronged strategy that emphasizes the construction of new homes for all incomes, the protection of the region's most vulnerable households, and the need to advocate for the ability to pursue local and regional solutions.

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<sup>7</sup> See: <http://chpc.net/services/preservation-of-at-risk-housing/>. See also: [http://planbayarea.org/pdf/prosperity/Reconnecting\\_America\\_Preserving\\_Affordable\\_Housing\\_Near\\_Transit.pdf](http://planbayarea.org/pdf/prosperity/Reconnecting_America_Preserving_Affordable_Housing_Near_Transit.pdf)

# MTC Land-Use Initiatives: 1997-2016





## Attachment C: Transportation Focus: Bay Bridge Core Capacity Project Problem Statement

Auto demand on the San Francisco-Oakland Bay Bridge exceeds vehicle capacity. With future population and job growth, congestion will only worsen over time. But we can move many more people in the same number of vehicles that exist today, making better use of the bridge's capacity by increasing the number of carpools, shuttles and buses traversing the bridge corridor. Less than half of the seats are currently filled by passengers so carpooling alone could potentially double person throughput. Traffic operational improvements that reduce time spent in congestion compared to driving alone will make carpooling and transit more attractive. Furthermore, operational improvements that are implemented relatively quickly and at a low cost can be very effective in relieving congestion and increasing core capacity within the Bay Bridge corridor.

### Bay Bridge Core Capacity Project: \$40 Million Investment Package

Operational Strategy	Near-Term Operational Improvement	Cost* (\$M)
<b>Implement HOV improvements</b>	1. <b>West Grand Ave. HOV/Bus Only Lane:</b> Convert shoulder of West Grand Ave. on-ramp to Bus/HOV only lane to provide direct access to the I-80 Bus/HOV ramp on the right side of the toll plaza	\$ 7
	2. <b>Sterling Street On-Ramp Express Lane:</b> Convert on-ramp HOV lane to express lane and add occupancy detection technology to support CHP enforcement to provide time savings that attracts more carpooling during evening eastbound peaks	\$10
	3. <b>Casual Carpooling:</b> Establish casual carpooling pick-up locations at key locations in San Francisco and Oakland	\$ 1
	4. <b>Bridge Corridor Management Technologies:</b> Implement a suite of technology improvements – such as cameras, traffic detection loops, occupancy detection and signs – to operate and manage the Bay Bridge and its approaches from I-80, I-580, and I-880 as a unified network	\$ 2
<b>Improve transit core capacity</b>	5. <b>Higher-Capacity Express Bus Fleets:</b> Purchase double-decked buses to operate on most productive Transbay express bus routes for AC Transit and WestCat	\$ 7
	6. <b>Pilot Express Bus Routes:</b> Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets	\$ 6
	7. <b>Transit-Focused Arterial Operational Improvements:</b> Improve arterial operations through adaptive signals and transit signal priorities technology to improve bus speed and reliability	\$ 1
	8. <b>Commuter Parking:</b> Establish commuter parking facilities in East Bay to encourage carpool and express bus ridership	\$ 5
<b>Facilitate shared mobility</b>	9. <b>Vanpooling:</b> Provide increased vanpooling opportunities in the Bay Bridge corridor	\$ 0.2
	10. <b>Flexible, On-Demand Transit:</b> Provide on-demand transit services between East Bay and San Francisco core and beyond	\$ 0.8
	11. <b>Shared Mobility:</b> Private companies such as Lyft, Scoop, Carma, Uber, RidePal, etc. to provide carpooling, vanpooling, shuttles, and buses, taking advantage of the bridge corridor operational and infrastructure improvements	\$ 0

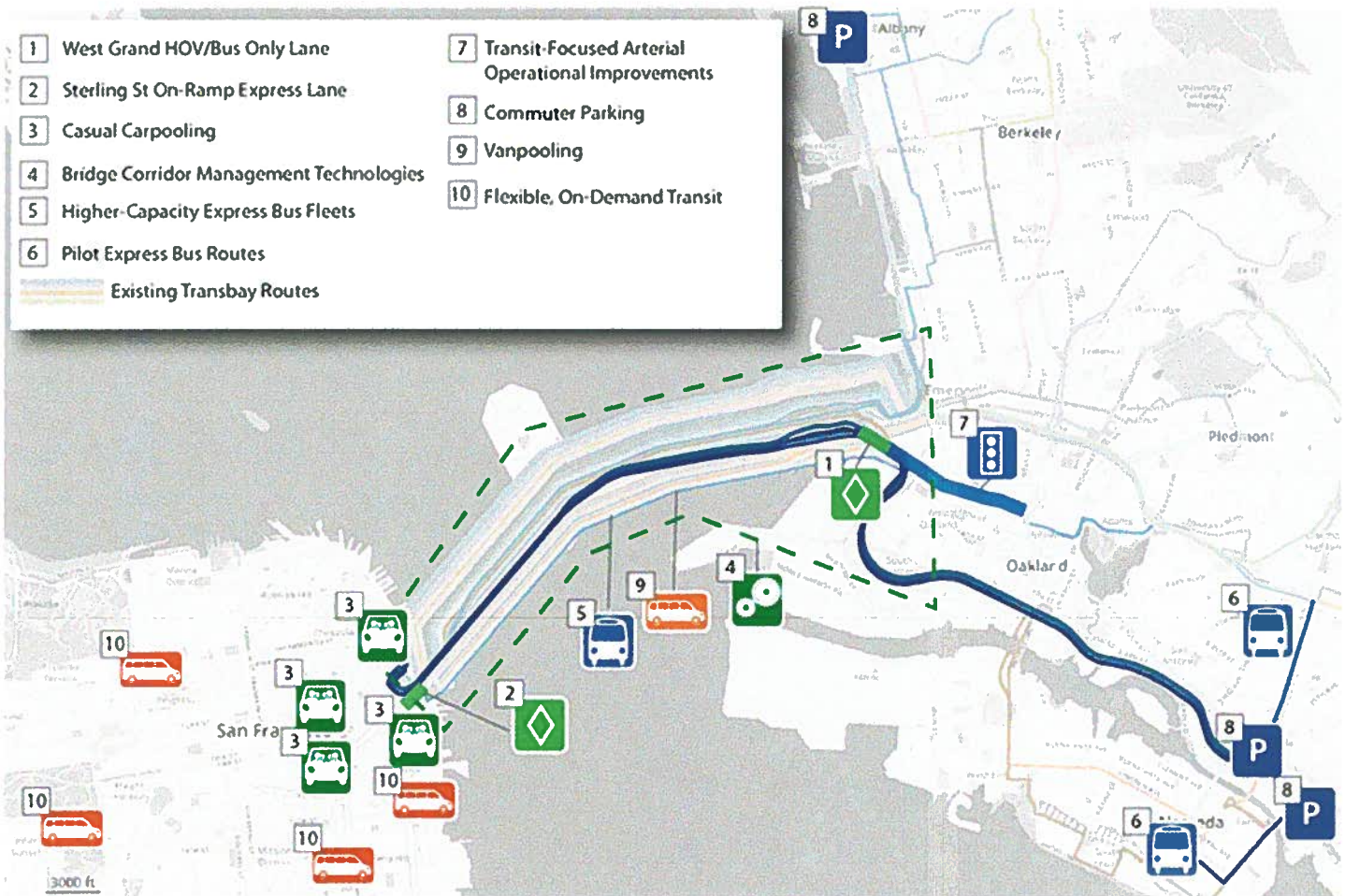
\*Preliminary estimates subject to further refinement

**Total: \$ 40 M**

## Core Capacity Guiding Principles

- ★ Moving more people in the same number of vehicles between San Francisco and the East Bay will result in more efficient operations and greater person throughput within the Bay Bridge corridor
- ★ Operational improvements designed to offer travel time savings and ease of access to carpooling and transit use will effectively encourage and support adoption of those modes
- ★ Regional investments that improve core capacity within the Bay Bridge corridor should be taken advantage of by public and private service providers alike, such as public transit operators and shared mobility companies that are releasing new services focused on carpooling

## Bay Bridge Core Capacity Project



**Other Opportunities.** In 2010, congestion pricing was implemented, charging \$2.50 for carpools and \$6 for all others during peak periods. As part of a potential Regional Measure 3, there may be an opportunity to reduce the HOV toll rate to create a greater differential between carpool and non-HOV toll rates to provide greater incentives to take transit or carpool.



## Attachment D: Short-term Housing Initiatives

### 1. Reward Cities and Counties: One Bay Area Grant (OBAG) Program

*Example:*

From 2015-19, a local jurisdiction has issued permits to about 60% of its allocation for low- and moderate-income units in its PDA. This program rewards the top 20 jurisdictions based on affordable units permitted between 2015 and 2019. The jurisdiction becomes automatically eligible for additional FAST Act transportation funds. Table 1 illustrates what a distribution would have looked like for the period from 2007-2014. The proposed program would be prospective and therefore distribution amounts are not yet known.

*Structure:*

MTC would set aside a portion or all of the additional revenue received through the FAST Act for a “bonus” program that rewards local jurisdictions that have permitted a significant share (threshold TBD) of their RHNA allocations in Priority Development Areas.

The Bay Area has permitted only about a third of all very low, low and moderate income RHNA allocations over the last 2 cycles. This program is intended to encourage jurisdictions in the Bay Area to permit new homes near transit and jobs and reward them with transportation funds. The local jurisdiction may count accessory dwelling units, micro units, and pre-fabricated dwellings toward their numbers, even if these units do not qualify for RHNA for some reason.

*Leverage:*

While the amount of “bonus” funds awarded may be limited, local jurisdictions would be eligible for them only if they permitted a significant number of affordable housing units.

*Table 1. Illustration of Possible Distribution for 2007-2014 Permitting Low and Moderate Housing*

Jurisdiction	Low & Moderate Income Units	Rank	Possible FAST Bonus
San Francisco	6,635	1	\$ 18,427,712
San Jose	2,956	2	\$ 8,209,844
Sunnyvale	2,178	3	\$ 6,049,067
Oakland	1,689	4	\$ 4,690,943
Santa Rosa	1,450	5	\$ 4,027,156
Oakley	1,307	6	\$ 3,629,995
San Leandro	973	7	\$ 2,702,361
Pittsburg	871	8	\$ 2,419,071
Antioch	862	9	\$ 2,394,075
Alameda Co	763	10	\$ 2,119,117
San Ramon	753	11	\$ 2,091,344
Vacaville	746	12	\$ 2,071,902
Santa Clara	721	13	\$ 2,002,469
Milpitas	709	14	\$ 1,969,141
Rio Vista	662	15	\$ 1,838,605
Santa Clara Co	620	16	\$ 1,721,956
San Bruno	596	17	\$ 1,655,300
Fremont	492	18	\$ 1,366,456
Contra Costa Co	471	19	\$ 1,308,131
Richmond	470	20	\$ 1,305,354
<b>TOTAL</b>	<b>25,924</b>		<b>\$ 72,000,000</b>

## 2. Direct Investment: Naturally Occurring Affordable Housing (NOAH) Pilot Program

*Example:* The owner of a 28-unit apartment building, which is located in a transit-accessible neighborhood experiencing rising rents, is selling the entire property. Among many potential buyers is a non-profit housing organization (NPHO) that wants to purchase the building, bring it up to code, and protect it as deed-restricted affordable housing for households earning less than 120% AMI. The NPHO is able to secure a low-interest loan through the NOAH program to purchase the property and keep it affordable for the long-term.

*Structure:* MTC would provide low-interest revolving loans to non-profit housing entities to purchase, rehabilitate and protect market-rate units as permanently affordable units for low- and moderate-income renters. The program would also be available to extend expiring protections on currently deed-restricted units and for major rehab.

*Leverage:* Potentially significant. The NOAH program is estimated to leverage from 3:1 to 7:1 times MTC's investment, depending on location, building type, and the availability of other funds. Acquisition, rehabilitation and protection is also a more cost-effective strategy compared to just building new affordable units. Total units preserved range from approximately 200 at 3:1 leverage up to roughly 2,000 for a \$72 million investment at 7:1.

## 3. Regulation: Conditioning OBAG Funding

*Example:* A city permitted over 50% of its low and moderate income RHNA from 1999-2014 and has over 10% of its housing affordable to low-wage workers. Based on this analysis, the city is eligible for additional OBAG funding since it already has a certified housing element and a complete streets resolution consistent with adopted Commission policy.

*Structure:* Based on an assessment of each city and county's displacement risk, low-income worker in-commuting, past RHNA performance and the current affordability of the community, some cities would be required to develop a Neighborhood Stability and Affordability Plan that complements their adopted housing policies to increase city/countywide affordability. Cities and counties meeting RHNA performance and/or current level of affordability would not be required to take any additional actions to be eligible for additional FAST funds.

MTC currently requires cities and counties seeking OBAG funding to have a certified housing element. Housing elements, however, do not require cities to approve zoning applications and in turn to produce housing to ensure affordability for a share of their residents. Housing elements also do not require a response to rapid rent escalations that most Bay Area cities and counties are experiencing.

*Leverage:* This approach is intended to increase short and long-term affordability in all cities seeking OBAG funding. This approach does not condition the release of FAST funds to jurisdictions based on a menu of adopted housing policies as presented by the Six Wins Coalition in fall 2015. Instead the process identifies communities with an above average displacement risk or high cost of housing and has them develop a response based on their community's needs.

## Attachment E: Medium-Term Initiatives

### 1. Within Existing Authority

#### A. Infrastructure Finance Fund (IF2)

<i>Example:</i>	A 72-unit, mixed-income housing project with 20% affordable units at 80% AMI has secured a majority of its funding and financing. But it lacks equity to secure that extra funding for off-site infrastructure investments and tax credits. Fortunately, the local jurisdiction can secure an \$8 million low-interest infrastructure financing package via the IF2 to bridge this gap. The project now “pencils out.”
<i>Structure:</i>	Using BATA’s approved investment policy, the IF2 program would invest in instruments that provide low-interest infrastructure loans in relation to infill projects that are consistent with Plan Bay Area – TOD projects encompassing affordable housing in high-priority PDAs.
<i>Applicability:</i>	<p>The IF2 program would provide gap financing for transportation-related infrastructure associated with housing developments with a sizable affordability component in high-priority PDAs that would otherwise fail to “pencil out” due to high off-site infrastructure improvement costs.</p> <p>Senior staff at the cities of San Jose, Oakland and affordable and market-rate housing developers have indicated that the lack of such low-cost infrastructure financing is a key barrier to housing development ever since redevelopment agencies were eliminated.</p> <p>IF2 could be used as a “but for” funding for infrastructure improvements tied to new housing developments (including streetscape improvements, sewer/water infrastructure, bicycle/pedestrian improvements, etc.).</p> <p>Low-interest infrastructure financing could be a “game-changer,” especially in emerging transit-accessible PDAs in the East Bay and North Bay.</p>
<i>Leverage:</i>	Significant. The IF2 will make projects more attractive for financing to other lenders and if structured appropriately could serve as the local match for tax credits and other programs.
<i>Proposed MTC Funding Source:</i>	BATA funds, guided by BATA’s approved investment policy.
<i>Legislation Required:</i>	None
<i>Potential Impact:</i>	Significant. If of a sizable amount, even this one-time investment can jump start numerous projects in PDAs.

## 2. Outside Existing Authority

### B. Regional Jobs-Housing Linkage Fee

<i>Example:</i>	<p>A company is building its new facility in a location with limited transit access and where the number of existing jobs far outnumber existing housing units. Most workers in this sub-region already commute long distances by car resulting in a high level of VMT per capita.</p> <p>Irrespective of any development or impact fee charged by the local jurisdiction to the firm, the employer pays a regional jobs-housing linkage fee of \$5000 per employee to mitigate regional transportation impacts caused by adding 2,000 new workers in a “location-inefficient” zone that will significantly increase total VMT and GHG.</p>
<i>Structure:</i>	<p>The jobs-housing linkage fee would be based on a nexus study utilizing MTC’s travel model that estimates vehicle-related GHG emissions based upon geographic location. A portion of the funding would support demand management programs to reduce VMT and GHGs in the area where commercial development is occurring, and a portion would support affordable housing for low- and moderate-income households in high-priority PDAs.</p> <p>The jobs-housing linkage fee program is similar in design to the state’s Cap and Trade Program that is designed to charge a fee for emitting GHGs, and in turn invests these revenues in programs that reduce emissions.</p>
<i>Applicability:</i>	<p>This fee program would apply to any new commercial development of a certain size (threshold to be determined) anywhere in the nine-county region. It would not be applicable to housing developments.</p> <p>The fee program would directly address the housing and transportation impacts of new, regionally significant commercial development, without affecting local control over land use and development decisions. The fee program would also provide a mechanism for large employers and businesses to participate in solving the region’s housing and transportation crisis.</p> <p>Lastly, the fee program will encourage “location efficient” uses by providing for some leveling of the playing field between high-VMT zones (that have a skewed jobs-housing ratio) and low-priced and low-VMT zones (that are well served by transit, and have a better balance between jobs and housing) leading to a better fit between jobs and housing in the region over time.</p>
<i>Leverage:</i>	<p>Very Significant. The fee program would provide a significant new source of regional funding for workforce housing in “location-efficient” zones as well as transportation projects that serve these locations. It will also provide an effective tool to advance Plan Bay Area implementation.</p>
<i>Legislation Required</i>	<p>State legislation would be needed to provide the legal and regulatory basis for establishing the fee program.</p>
<i>Potential Impact:</i>	<p>Very Significant. The jobs-housing linkage fee program could be a potential “game changer,” which not only raises new revenue for needed housing and transportation investments but also promotes a more “location efficient” land use pattern without weakening local land use authority.</p>

### C. Regional Housing Bond/Fee and Trust Fund

- Example:* A local jurisdiction has purchased a parcel that can accommodate 65 rental units for households that earn less than 80% of the county AMI. The parcel is within a PDA and provides regional transit connections to multiple job centers. Unfortunately, the affordable housing developer has struggled to secure adequate subsidies for the project. The developer is short by \$6 million.
- The Regional Housing Trust Fund has raised \$700 million via a multi-county housing bond and pooled \$26 million from eight local jurisdictions through their respective housing programs. The regional housing trust fund entity allocates \$6 million to the project.
- Structure:* A regional entity, potentially MTC, would establish a regional housing trust fund that collects or aggregates revenue from existing inclusionary programs or other fee programs for affordable housing construction in transit-accessible locations. It would also raise funds via bond or fee with voter approval after securing needed state legislation to enable this function to address the \$1+ billion affordable housing shortfall.
- The approach will complement county housing bonds that have passed or are under development to substantially grow the pool of available funding for housing. For example, a regional 1/8 cent sales tax would generate almost \$200 million annually for housing in the Bay Area; a \$25 parcel tax could generate \$1 billion; a \$75 real estate recording fee based on AB 1335 could generate almost \$200 million annually.
- Applicability:* Many small- to medium-sized jurisdictions in the Bay Area require market rate housing developers to pay an inclusionary housing fee, which then funds low- and moderate-income housing construction. However, regardless of size, most local jurisdictions have not been able to approve over 50% of their RHNA.
- By aggregating these funds across jurisdictions and raising new funds, a regional housing trust fund can put these collected fees to use more readily and dramatically increase affordable housing funding. The trust fund could pool resources for a single project, or provide gap funding to multiple projects within the same county.
- Leverage:* Significant. Not only would the trust fund pool existing funding across multiple jurisdictions to fund affordable housing projects, but it could provide the mechanism for collecting new revenues through the Value Capture and Jobs-Housing Linkage Fee programs.
- Legislation Required:* Yes, MTC and participating cities / counties would need to seek state legislation to establish and operate a regional housing trust fund. Additional MOUs may be needed with each county.
- Potential Impact:* Substantial. With additional sources of funding of regular funding, the trust fund can make an immediate impact of financing more housing.