



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

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

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- 6:00 1. **Committee Meeting Call to Order**
- 6:05 2. **Chair's Report – INFORMATION**
- 6:10 **Consent Calendar**
3. **Approve the Minutes of the May 25, 2016 Meeting and June 15, 2016 Special Meeting – ACTION*** 5
4. **State and Federal Legislative Update – INFORMATION*** 17
- Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. The Finance Committee is not recommending any new positions this month, but adding bills to watch.
5. **Citizens Advisory Committee Appointments – INFORMATION**
- The Plans and Programs Committee will consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its July 19 meeting. The vacancies are the result of the resignation of John Morrison (District 11 resident) due to health and time constraints, and the automatic membership termination of Brian Larkin (District 1 resident) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. Mr. Larkin is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.
- End of Consent Calendar**
- 6:20 6. **Adopt a Motion of Support for Allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$3,810,006 in Prop K funds – ACTION*** 65

As summarized in Attachments 1 and 2, we have eleven requests totaling \$45,558,856 in Prop K and Prop AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$27.3 million in Prop K funds to leverage over \$258 million in federal, state, and local funds for construction of Van Ness Improvements including bus rapid transit (BRT). This project includes a suite of improvements to enable BRT service to start in spring 2019. The SFMTA is requesting \$4.1 million for a major rehabilitation of the light rail track and infrastructure in Muni's Twin Peaks Tunnel (Castro to West Portal Stations) which will improve travel time and reliability on the K, L, and M lines. The SFMTA is requesting the annual Prop K contribution for paratransit operations which

is slightly higher than in past years due to the increased cost of services under a new contract. The SFMTA is requesting Prop K funds for four street improvement projects including: \$1.7 million for six new traffic signals and two flashing beacons, \$150,000 for bicycle facility maintenance, \$213,525 for evaluation of local traffic calming applications, and \$260,000 for the planning phase to identify preferred designs for the Bosworth/Arlington and Bosworth/Lyell intersections. The SFMTA is requesting \$100,000 in Neighborhood Transportation Improvement Program (NTIP) funds to study the potential reconfiguration of West Side transit routes including but not limited to the 66-Quintara line to improve access to transit hubs. Finally, the SFMTA is requesting \$1.4 million in Prop K and \$141,794 in Prop AA funds for traffic signals upgrades at seven locations on Webster Street. San Francisco Public Works is requesting \$5,278 in Prop K funds to match a federal grant for design of a multi-use trail on Great Highway between Sloat and Skyline and \$30,000 in NTIP funds for construction of South Park Traffic Calming.

6:40 7. Development of a Potential Local Transportation Revenue Measure and Expenditure Plan – INFORMATION* 83

The Citizens Advisory Committee (CAC) was briefed on potential local transportation revenue measures at a special meeting on June 15. This memo provides an update and supports a continued conversation on this topic at the regular June 22 CAC meeting. The Mayor and several members of the San Francisco Board of Supervisors have collaborated on a Transportation Expenditure Plan that would direct approximately \$100 million a year for 25 years to critical transit services and transportation improvements in every neighborhood, including safer, well-maintained streets, transit maintenance and expansion, and Muni equity and affordability programs. The Expenditure Plan is described in a charter amendment that would create General Fund set-asides for homelessness programs and for transportation (Attachment 1). The budget set-asides would be funded by the City's General Fund. A general sales tax increase of 0.75% has also been proposed for the November ballot. If approved, this measure would generate additional revenues for the General Fund. While the two measures are not legally linked, if both measures were approved, they would result, at least initially in approximately equivalent increase in General Fund revenues and expenditures. A separate 'back-up' option under consideration for the November ballot, should the Charter Amendment not move forward, is a dedicated 0.5% sales tax increase ordinance for transportation only (Attachment 2). The Expenditure Plans of both measures have identical structures that build and expand on the recommendations of the 2013 San Francisco Transportation Plan (SFTP) and 2014 Transportation 2030 Task Force. Over the next several weeks as we move closer to the late July/early August deadlines for placing measures on the November 2016 ballot, we will continue to seek input from city and regional transit agencies serving San Francisco, members of the public, and other key stakeholders through a variety of outreach tools and strategies including a telephone town hall as described in the memo. A hearing on the Charter Amendment legislation has also been scheduled for the June 30 Rules Committee at the Board of Supervisors. We are seeking input on the Charter Amendment and Transportation Expenditure Plan from the CAC.

7:00 8. Adopt a Motion of Support to Adopt the San Francisco Parking Supply and Utilization Study Summary Report – ACTION* 127

Congestion is an ongoing issue in San Francisco, affecting its goals of Livability, Economic Competitiveness, and Healthy Environment, as defined in the San Francisco Transportation Plan. At the time of adoption of the Mobility, Access, and Pricing Study (MAPS) in 2010, the Transportation Authority Board and other stakeholders requested that staff examine policies that address parking demand and supply to see if these policies could serve as an alternative or complement to cordon based pricing. The Parking Supply and Utilization Study (PSUS) evaluated the feasibility of several parking-related strategies for congestion reduction through shifting trips from auto to non-auto modes (mode shift) or shifting trips to less congested time periods (peak spreading). PSUS found that the evaluated parking strategies perform modestly in mitigating area-wide congestion, and were less effective than the preferred cordon pricing scenario examined in MAPS. Rather than further pursue any of the strategies analyzed in the Study, PSUS recommends that agencies continue pursuing current parking initiatives, including utilization of demand based pricing for on-street parking and implementation of the Transportation Demand Management Ordinance. PSUS also recommends that the Transportation Authority evaluate the outcome of its ongoing pricing and demand management initiatives, including the Treasure Island Mobility Management Program and the Freeway Corridor Management Study, before further pursuing cordon based pricing initiatives in downtown San Francisco. The enclosure is a summary report for the Study, and a more thorough and detailed technical report is available upon request.

7:15 9. Update on the I-80/Yerba Buena Island East Side Ramps Project –

INFORMATION*

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The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). TIDA is starting their redevelopment construction efforts on Treasure Island and YBI. Caltrans is also continuing their new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle pedestrian path to YBI. The Transportation Authority has been actively coordinating with Caltrans, the Bay Area Toll Authority (BATA), TIDA, and the U.S. Coast Guard to ensure proper coordination of all related construction efforts. In anticipation of the new Eastern Span bicycle pedestrian path extension to YBI occurring in fall 2016, all of the affected agencies have determined it would be advantageous to design and construct temporary trail landing Vista Point (Vista Point) improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more amenable Vista Point area (on U.S. Coast Guard property – Quarters 9), including hydration station, portable restrooms, bike racks, parking lot and pedestrian actuated crosswalk. The Vista Point improvements would be delivered by the Transportation Authority in partnership with BATA. BATA will be responsible for designing the facility and funding 50% of construction, while the Transportation Authority will be responsible for constructing the Vista Point improvements (as a construction contract change order to the I-80/YBI East Side Ramps project) and funding 50% of construction. Vista Point construction work is targeted for completion in fall 2016 and will be coordinated with the new Eastern Span bicycle pedestrian path extension to YBI. Construction of the project is proceeding on schedule and within budget, and is approximately 90% complete.

7:30 10. Update on Late Night Transportation Plan – INFORMATION

The Transportation Authority, together with the Office of Economic and Workforce Development, the Entertainment Commission, and the Late Night Transportation Working Group, has been working to advance the recommendations of the 2015 Working Group report “The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors.” The set of initiatives in this second phase of work includes a coordinated information campaign to communicate existing services, a pilot program to fund location-specific improvements, and establishment of an ongoing data monitoring practice. In addition, the Transportation Authority is leading an analysis of the existing all-night Muni and regional bus service to identify proposed changes. We have completed the first part of this work, a demand analysis to identify where late-night workers live, where their workplaces are in San Francisco and the region, and where the existing network fails to serve areas with potential demand. Next steps are two evaluate the performance of existing late-night bus service and identify recommendations for both cost-neutral changes and network expansions that would require additional resources.

7:45 11. 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 12. Public Comment**8:00 13. Adjournment**

* Additional materials

Next Meeting: September 7, 2016

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

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J,

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K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 6, 7, 9, 9R, 14, 14R, 21, 47, 49, and 90. For more information about MUNI accessible services, call (415) 701-4485.

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

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

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, May 25, 2016

1. Committee Meeting Call to Order

John Larson called the meeting to order at 6:09 p.m.

CAC members present were Myla Ablog, Becky Hogue, John Larson, Santiago Lerma, Jacqualine Sachs, Peter Tannen and Bradley Wiedmaier.

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

John Larson nominated himself to serve as Chair Pro Tem. There were no further nominations.

The motion to elect John Larson as Chair Pro Tem was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs, Waddling

2. Chair's Report – INFORMATION

Chair Larson announced that John Morrison had resigned from the CAC due to health reasons and that Brian Larkin had notified staff that he would be absent for the meeting, which would be his fourth absence over the last twelve regularly scheduled CAC meetings, requiring an automatic suspension from the CAC. Chair Larson welcomed new CAC member Bradley Wiedmaier, who would be representing District 3. Mr. Wiedmaier said he had been a resident of San Francisco for more than 30 years and was passionate about the history and architecture of the City.

Consent Calendar

3. **Approve the Minutes of the April 27, 2016 Meeting – ACTION**
4. **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**
5. **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**
6. **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 – ACTION**

7. State and Federal Legislative Update – INFORMATION

There was no public comment on the Consent Calendar.

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

The Consent Calendar was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

End of Consent Calendar

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

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

Jacqueline Sachs asked about the status of paratransit van replacement. Ms. LaForte responded that she was uncertain about the replacement schedule, but that a request was under consideration for paratransit operations that would be presented to the CAC at its June meeting.

Bradley Wiedmaier asked if Second Street was still an option for a train tunnel connecting to the Transbay Terminal. Mike Rieger, Project Manager at San Francisco Public Works (SFPW), replied that the Transbay Joint Powers Authority was still planning to construct a cut and cover tunnel under Second Street and that any street improvements implemented under the current request would be replaced in-kind. Ms. LaForte added that the tunnel would likely not be constructed for some time due to funding challenges.

Santiago Lerma asked how street tree sidewalk repairs were distributed around the city. Carla Short, Urban Forester at SFPW, replied that there were tree basins located in every district, though more were maintained by SFPW in some districts than others. She said that SFPW attempted to respond most quickly to sidewalk repairs requested by neighbors. Mr. Lerma asked how tree species were chosen for specific areas and if factors such as dropping leaves and fruit were considered. Ms. Short replied that SFPW tries not plant trees that shed significant fruit or seedpods, but that there was no perfect tree, as all trees shed leaves, even evergreens. She said that SFPW does consider the amount a tree sheds, especially in windy corridors or near catch basins.

Peter Tannen said that based on his observations of the test cycletrack on Market Street, he was concerned that cyclists might not notice the pavement edge on the Second Street cycletrack and could fall off the edge. He asked what kind of edge treatment and markings were proposed. Mr. Rieger replied that the buffer next to the Second Street cycletrack would be much wider than the one on Market Street and would be much more noticeable. Mr. Tannen also asked whether bicycle and pedestrian access would be maintained during construction on Great Highway. Ms. LaForte replied that there would be a presentation next month on Great Highway. Rachel Alonso, Transportation Finance Analyst at SFPW, said that she expected that access would be maintained, but would need to confirm with the project manager.

John Larson asked what was planned for Great Highway in the long-term and asked for a definition of Complete Streets. Ms. LaForte said that the presentation would address long-term

plans for Great Highway. She said that Complete Streets projects were those that considered the needs of all modes on a street.

Becky Hogue asked whether the Second Street project would include daylighting at corners, where parking was moved away from the corner to improve visibility. Mr. Rieger replied that the project would incorporate right-turn pockets, but that he would need to confirm whether there were locations where daylighting was planned. He said one of the biggest safety features of the project would be restrictions on left-turns.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

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

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

John Larson asked if the budget gap resulted from the difference between allocation versus cash flow. Ms. Fong replied that the agency had approximately \$100 million in revenues but \$200 million in anticipated expenditures, and because the assets created by the expenditures were not owned by the Transportation Authority, the result was a negative fund balance.

During public comment, Chris Parkes said that he was a fan of transit but that he was concerned that the negative Prop K budget balance would drive up future fees and sales taxes, and was concerned about the \$21 million revision. He also expressed concern about the lack of funding for subway projects and said they should be prioritized. Ms. Fong replied that the \$21 million line item change allowed for a pay-down of existing debt. She said if more funds were needed than what was available from anticipated revenues and short-term debt, the Transportation Authority would issue a revenue bond, though that would incur higher finance costs for the Prop K program.

Jacqueline Sachs moved to approve the item, seconded by Santiago Lerma.

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

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

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

Myla Ablog asked whether prioritization criteria considered air quality in specific disadvantaged parts of the city. Mr. Pickford replied that disadvantaged areas were not prioritized in the Local Expenditure Criteria, but that certain project types were eligible with a lower cost effectiveness ratio in Community Air Risk Evaluation (CARE) areas, which were identified by the Bay Area Air Quality Management District (BAAQMD) as locations where populations were most vulnerable to air pollution.

Peter Tannen asked whether the shuttle between the Daly City BART station and San Francisco State University (SFSU) would be cut. Jason Porth, Executive Director at University Corporation with SFSU, replied that there would be no cuts to the shuttle and that SFSU relied heavily on it, as it carried 5,000 passengers between the Daly City BART station and the SFSU campus on a daily basis.

John Larson asked whether Transportation Fund for Clean Air (TFCA) funds could be used for electric vehicle charging stations. Mr. Pickford replied that they could and that the San Francisco TFCA program had funded charging station projects in the past. He said that the Regional TFCA program, administered by BAAQMD, could also fund charging stations.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

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

Luis Zurinaga, Consultant for the Transportation Authority, and Casey Fromson, Government Affairs Officer at Caltrain, presented the item.

Peter Tannen asked if, after electrification, riders would have to transfer at Diridon Station to reach destinations south of San Jose. Ms. Fromson responded that vehicle types would be mixed throughout the system, so many passengers would be able to continue south from Diridon without transferring. Mr. Tannen asked how having two sets of doors would affect seating. Ms. Fromson said that initially the higher doors would not be in use and seats could be placed in front of them. She said that there could be a loss of seating if both sets of doors were used and if internal lifts for disabled passengers were necessary.

Jacqueline Sachs asked whether the upper doors would be compliant with the Americans with Disabilities Act (ADA). Ms. Fromson replied that those doors would only be used if platforms were constructed at that height to enable level boarding, which would make them ADA compliant.

Bradley Wiedmaier asked if there would be expanded service south of San Jose. Ms. Fromson replied that it was Caltrain's lowest ridership corridor, but said there had been discussions about the possibility that higher service in the corridor would increase ridership.

Santiago Lerma said that as a Caltrain rider who used the system for long distance trips, he was in favor of continuing to have restrooms on the trains.

John Larson asked why the Communications Based Overlay Signal System (CBOSS) and electrification projects were delayed. Ms. Fromson replied that the delays were about one year, based on 2014 analysis. She said bidding had been completed, so further delays were principally because funding availability had slowed the project. John Larson asked about the competition between Caltrain and other transit agencies for funding from the Core Capacity program. Ms. Fromson replied that the program was a new Federal Transit Administration (FTA) program to fund increased capacity. She said only four projects nationwide were competing for the funds,

and that Caltrain's project was the most advanced of the four. She said that for Fiscal Year 2016/17 the FTA had programmed \$73 million for Caltrain, and for Fiscal Year 2016/17 the FTA had recommended \$125 million but the House Transportation Committee only approved \$100 million. She said the funds would be appropriated once the FTA had approved a Full Funding Grant Agreement with Caltrain.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

12. Transportation Demand Management Ordinance – INFORMATION

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

John Larson commented that the net increase in San Francisco households between 2000 and 2014 that did not own a car (62%) was surprising given the level of congestion in San Francisco. Mr. Schwartz noted that when the level of congestion was very high, even a small increase in the number of vehicles could be felt disproportionately by the network. He said that analysis was supported by journey-to-work data showing that there had been an increase in non-automobile commuters.

Myla Ablog asked if there would be a dynamic menu of measures from which a project could select, given that transportation choices such as bike share were becoming increasingly available. Mr. Wietgreffe replied in the affirmative, and said there would be a full menu on the program website. He said he expected measures to change over time, and could include companies such as Rideshare or Scoop, depending on future data. He said that Rideshare memberships could potentially be a measure rather than the physical facilities to support them.

There was no public comment.

13. Development of a Transportation Sales Tax Expenditure Plan – INFORMATION

Maria Lombardo, Chief Deputy Director, presented the item.

Jacqueline Sachs said she saw no reason to have another sales tax until the projects programmed in the Prop K Strategic Plan were completed and the Prop K sales tax had been re-authorized through a new expenditure plan.

During Public Comment Chris Parkes expressed concern about a new measure and said he felt that the measure was being rushed, as evidenced by the characterization of the proposed expenditure plan as a placeholder. He said the voters should know clearly where the money would be going when asked to approve a tax measure. Mr. Parkes said that there were many transportation projects in the works that the small businesses community was concerned about, including the Bus Rapid Transit (BRT) projects on Van Ness Avenue and Geary Boulevard. He expressed concern that a new measure would initiate many new projects when existing proposals were still being debated. He said the proposal to allow the City to issue debt against the new revenue would further accelerate the pipeline of projects about which most voters were unaware. As an example, he said 75% people in a recent survey were unaware that 45% of the bus stops along Van Ness Avenue would be removed as part of the Van Ness BRT project or that median trees would be lost along the corridor.

14. Bay Area (PBA) 2040 Update – INFORMATION

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

There was no public comment.

15. Introduction of New Business – INFORMATION

Peter Tannen requested a presentation on bus and train bunching in the Muni system as well as potential solutions. He suggested that the presentation address how initiatives such as new communications systems, transportation demand management and Muni Forward could help in the future.

Jacqueline Sachs said the advisory committee for the Central Subway project would have an open house at the San Francisco Bay Area Planning and Urban Research Association (SPUR), and that there would be a discussion about Stockton Street.

Bradley Wiedmaier commented that documentation and data for Muni Forward focused on regular commute times rather than evenings and weekends. He said that SFMTA should use complete ridership data before closing stops that may be busy off-peak and cited the proposal for the intersection of North Point and Larkin Streets as an example.

Ms. Sachs recommended that the Late Night Transit Working Group present to the CAC for feedback before making decisions about recommendations.

There was no public comment.

16. Public Comment

There was no public comment.

17. Adjournment

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

DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, June 15, 2016 Special Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:06 p.m.

CAC members present were Myla Ablog, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Tannen (entered during Item 2), Chris Waddling and Bradley Wiedmaier.

Transportation Authority staff members present were Tilly Chang, Michelle Beaulieu, Anna LaForte, Maria Lombardo and Mike Pickford.

2. Development of a Potential Transportation Sales Tax Expenditure Plan – INFORMATION

Tilly Chang, Executive Director, introduced the item and Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Santiago Lerma asked how it was known that only one of the two options, the charter amendment or the dedicated sales tax, would go forward. Ms. Lombardo responded that the intent was to place only one measure on the ballot, nothing that having both options on the ballot would make it unlikely that either would be approved. She emphasized that policy makers had been cooperating on the two measures as evidenced by the fact that the expenditure plans' six funding "buckets" or programs and initial distribution of revenues between them were identical, as was the 25-year time period of both measures.

Chair Waddling said it was his understanding that the state sales tax would decrease in December by 0.25%, so that if a 0.5% transportation sales tax were passed, the resulting San Francisco sales tax would be 9.0%. Ms. Lombardo confirmed that was correct and added that if the proposed 0.75% general sales tax (which was equivalent to the expenditure new expenditures for homelessness and transportation in the aforementioned charter amendment) were placed on the ballot and approved by voters in November, this would result in an overall sales tax rate of 9.25%. She suggested that the CAC may wish to review the handout staff had prepared showing how San Francisco sales tax rates compare to other Bay Area cities and counties now and if potential November 2016 ballot measures are approved.

Bradley Wiedmaier asked what would happen to sales tax revenues if there was an economic downturn. Ms. Lombardo responded that staff could provide a table showing sales tax collections over the past 25 years – since the first transportation sales tax was approved in 1990. Ms. Lombardo noted that it did vary with the largest one-year dip and increase both being around 10%. She commented that San Francisco was fortunate that given the make-up of its economy, the dip from the Great Recession was less severe than in other places. She added that the historic growth rate average was 3.7%.

Mr. Lerma asked how much the proposed sales tax would cost the average San Franciscan, nothing that this would be useful for outreach purposes. Ms. Lombardo replied that she did not have that information on-hand, but that information available from the Transportation 2030 Task Force indicated that San Francisco residents contributed about half of the current sales tax, while businesses and visitors to the city contributed the other half.

David Pilpel, member of the public, asked if the \$300 million proposed for expanding the BART fleet was tied specifically to BART, and asked for confirmation that there would be a public open house the following Tuesday. Ms. Lombardo replied that she expected this would be one of the areas where the expenditure plan language would be tightened as the intent was to earmark the funds for the additional BART cars, provided that Alameda and Contra Costa provided their share of matching funds. Ms. Chang added that the public open house would be on Monday, June 27 at 6:00 p.m. at the conference room located in the building lobby of the Transportation Authority's offices. Ms. Lombardo noted that information had been updated as shown in the revised schedule and suggested checking the website for the latest information.

Chair Waddling asked which languages would be available at the meeting. Ms. Chang replied that there would be interpretation for Chinese and Spanish. Mr. Lerma said that there should be additional languages, including Tagalog.

Mr. Wiedmaier asked what other taxes were available to fund transportation, because sales tax was regressive and even though San Francisco's tax rate was in line with tax rates of other jurisdictions, the additional tax would make a difference for people in lower economic strata. Ms. Lombardo responded that there aren't too many viable sources that generate enough revenue to make a decent dent in the unfunded transportation need. She noted that the T2030 Report recommended general obligation bonds (a "medium-sized" source), which had a big advantage of having the potential to issue periodic bonds without increasing the overall property tax rate as long as the city followed its current strategy of capping the overall amount of bond debt. However, this means the next T2030 bond is anticipated until 2024 and further, there are eligibility issues such as not being able to fund Muni or BART trains with general obligation bonds. Ms. Lombardo said that the two most promising sources with large revenue generating potential considered by the task force were a vehicle license fee (estimated at about \$70 million annually) and a 0.5% sales tax (estimated at over \$100 million annually). With the rapid growth in the City really accelerating the need to address capacity issues, many city policymakers were supporting the sales tax as the larger amount of revenues will enable the City to address both state of good repair and capacity issues now rather than waiting.

Ms. Lombardo continued to explain that the Metropolitan Transportation Commission had seen support for a five cent per gallon regional gas tax when it conducted polling, but that such a tax would only bring in \$15 million per year to San Francisco, which was not enough. She also noted that MTC staff had not recommended preceding with the measure as it did not want to compete with BART's proposed general obligation bond to fund state of good repair nor the various local transportation measures that are being considered for the November 2016 election such as in San Francisco, Contra Costa and Santa Clara.

Ms. Chang added that staff was producing a revenue measure paper on this topic, which would be available on the Transportation Authority's website.

Chair Waddling asked how the percentages for each category in the proposed expenditure plan were determined. He said that if the street resurfacing were funded by other sources and those funds redistributed among the other categories, it could almost double some of them. He also

asked why the regional transportation category was at 15% of total funds available, but wouldn't get any funds if street resurfacing revenues get redistributed. Ms. Lombardo responded that the initial percentages proposed in the Charter Amendment were the outcome of negotiations between some members of the Board of Supervisors and the Mayor. They were based on T2030 information that had been updated to reflect current priorities and project/program status, but had also been influenced by conversations that Supervisor Avalos' office had been holding with equity and affordability advocates. Ms. Lombardo noted that one distinction between the Charter Amendment and the transportation sales tax was the latter had a trigger that would redistribute funds from the street resurfacing category to other expenditure categories if dedicated funds for street resurfacing were secured, with most of the money going to transit operations and affordability. Ms. Chang added that if looked at by mode, the current proposal was about 50% transit and 50% non-transit. She said redistributing street resurfacing funds, if the trigger goes into effect, would make it about 60-70% transit, which was similar to Prop K.

John Larson said that he thought voters would want more information on how this proposal related to Prop K and Prop AA and would question the duplication of sales taxes. Ms. Lombardo said that was a good point that could be worked into outreach materials. She gave a few examples such as noting that street resurfacing in Prop K, money had been advanced to complete projects earlier and that San Francisco Public Works (SFPW) had nearly exhausted those funds. She added that the need to buy more BART cars to expand the BART fleet wasn't on anyone's radar screen in 2003 when Prop K was approved. Ms. Chang said that Mr. Larson's question would likely be a common perception. She observed that that Santa Clara and Los Angeles counties were already on their third or fourth sales tax, Alameda just approved its second half-cent, and Contra Costa was considering it for the upcoming election.

Myla Ablog asked if 10% was enough for the complete streets category when there was so much for resurfacing. Ms. Lombardo responded that all categories had more needs than could be fully met by the proposed new revenue measure. She observed that some categories of projects like the BART cars and Muni fleet received relatively more in this proposed measure because they are ineligible to receive general obligation bond revenues, whereas complete streets projects can.

Mr. Lerma asked if related items such as bulb-outs and street trees could be funded through the street resurfacing funds. Anna LaForte, Deputy Director for Policy and Programming, replied that the category could fund items like reconstructing the road base, curbs and gutters, but that enhancements were typically funded separately. Ms. Lombardo said there were policies in place to coordinate street resurfacing with other improvements and that these policies could potentially be strengthened to require that paving projects "must be coordinated" with street enhancements.

Jacqueline Sachs said that she had worked on Prop B and Prop K and noted that in a few years Prop K would need to be reauthorized. She said there was still one project called out in Prop B that was not allocated funding (Geary light rail) and that a new measure would be redundant. She said she thought that the city should work with what it had, and that putting red and green paint on the pavement was not helping. She said that Muni should reduce fares in order to increase revenues, and that she did not see the need for a new expenditure plan and did not foresee people voting for it. Ms. Lombardo clarified that Prop K was in place through 2033-34 and that Geary light rail would not be funded under current revenue streams because it was a Priority 3 project in the Expenditure Plan and current revenue forecasts didn't support funding of Priority 3 projects.

Chair Waddling asked what would happen if the sales tax didn't pass. Ms. Chang replied that the city would try again and could consider a similar effort in 2018.

Mr. Larson said that he thought big ticket items, like planning for a second Transbay Tube, would be most attractive to voters. He said that voters might think that the 10% to be dedicated to regional transportation might seem too low. Ms. Chang observed that the Transit Optimization category was meant to help with early planning and design of these bigger ticket transit capacity projects, making them ready to complete for federal and state revenues and to receive more funds in measures like Prop K when the Expenditure Plan is amended in the future.

Mr. Wiedmaier asked what federal and state funds were expected to match the potential sales tax funds and how much San Francisco might miss out on if the measure did not pass. Ms. Chang replied it was estimated that the sales tax would leverage four to seven times as much funding from federal, state and regional sources.

Ms. Ablog said that she thought San Francisco voters tended to be well-informed and know that federal transportation funding had been on the decline while transit had become very crowded in San Francisco and that they would support investing in regional transit.

Peter Tannen said with regard to the charter amendment proposal that he had concerns about setting aside general funds to specific uses without also adding new funding. He said that in 20 years the city's priorities might change. Ms. Chang replied that there was an independent measure to raise the sales tax 0.75%. Ms. Lombardo said that the charter amendment included a provision that it could be nullified by the Mayor if it didn't look like revenues would be available to support the budget set asides.

Todd Morgan, Principal Financial Analyst at BART, said regarding the proposal to allocate \$300 million for expanding BART's fleet was a tough sell in Contra Costa County and that if San Francisco came through with its share, it would help Contra Costa and Alameda Counties follow suit. He said that BART's new train control system was underway and that 775 new cars had been ordered, both of which will help improve service reliability and ease some crowding, but that the additional expansion cars were needed to deal with projected ridership growth.

Chair Waddling asked how many BART cars could be purchased with the \$300 million contribution from each of Alameda, Contra Costa and San Francisco counties. Mr. Morgan replied that the proposal was for 306 additional cars [which would also receive other funding from MTC and BART]. He said that the new train control system would allow BART to increase the number of trains in the Transbay Tube from 23 per hour to 30 per hour, which would require more cars.

April Chan, Chief Officer Planning at Caltrain, said that she was happy to see the \$20 million for Caltrain electrification in the proposal. She said that Caltrain had nine partner agencies, including seven funding agencies, and that she hoped this was the final piece of funding for electrification. She said that Caltrain had significant state of good repair needs beyond electrification.

Mr. Larson said that it would be helpful to provide another pie chart as was shown in the presentation showing how big the state and federal shares of revenues used to be in contrast to their relatively small share today.

Mr. Lerma noted that the memo mentioned that the proposal would fund improvements in every neighborhood and said that it would help voters know what to expect if the proposal were more specific regarding the improvements.

During public comment, David Pilpel said that he thought the process of developing this proposal had started late and that there should have been a citizens group to advise its development. He said that he thought this proposal was not coming from the public, but that it was driven by staff and that it was a tax increase, not an extension. He said that there had not been time to debate.

He said that it would likely be a crowded ballot with other measures and that this would be tough to pass, but that maybe there would be value in having gone through the process even if it did not pass. He said that he did not disagree with the proposed categories or the percentage of total funds dedicated to each, but that it was critical to have the right language in any conditions that are part of the proposal since the expenditure plan language guides the measure for years into the future. He said he feared that voters would pass the charter amendment, but not the additional sales tax. He said that he thought the proposed \$2 billion bonding authority was too high and that it should be lowered to \$1 billion because the program should function on an annual basis and he doesn't want to see a lot of projects get front loaded, only to have funds dry up earlier than expected. He said he thought that each category needed to be explained better and that there should be better links to technical resources on the website for those who were interested, in addition to a more accessible story of why the measure was necessary. He asked for a breakdown of need by agency and by program. He said that it would be bad if the money were spent on major expansion projects rather than more basic investments.

Ms. Chang responded that the charter amendment included a one-time option for the Mayor to veto the proposal in the event that the 0.75% sales tax measure did not also pass. Mr. Pilpel said that he thought this could create dissonance with the voters since they would have voted for what they wanted.

Ms. Sachs said that staff should notify the senior and disabled communities that live in public housing about this proposal. Ms. Chang said that there had been coordination with the Senior Action Network. Ms. Sachs suggested contacting the Citywide Council for Senior and Disabled.

Chair Waddling asked what the timeline had been for developing this proposal. Ms. Chang replied that there had been polling in October 2015 and that there was a lot of work developing the proposal by Supervisors Scott Wiener and John Avalos and others between October 2015 and May 2016.

Chair Waddling asked who would pay for the election. Ms. Lombardo said that the Transportation Authority would pay if the transportation sales tax measure were placed on the ballot and passed and that the City would pay for the charter amendment. She said she couldn't recall exactly, but she estimated the cost would be on the order of \$100,000-200,000, mainly the incremental costs of reproducing the voter pamphlet, etc. since the City is already holding an election.

Mr. Lerma asked if it was possible to change what was subject to taxation to potentially lessen the burden on less wealthy people. Ms. Lombardo replied that the authority over what was taxed was entirely at the state level, but that there were already exemptions for food and other items that might be worth calling out.

Ms. Ablog asked for a breakdown of where the funds would go by agency. Ms. Lombardo replied that this could be one of the areas where the expenditure plan language could be tightened up. She noted that the first two categories were funds for the SFMTA and likely the Vision Zero category as well. The street resurfacing category was intended for SFPW. The remaining two categories were open to any public agency who could sponsor the eligible projects and this would be guided by the long range transportation planning effort that the Transportation Authority and City were working on as well as 5-year prioritization planning efforts that would be used to prioritize these categories for funding. Ms. Chang added that the charter amendment proposal would dedicate certain categories of funds directly to the San Francisco Municipal Transportation Agency or SFPW, but that some of the funds would also be administered by the Transportation Authority.

Mr. Wiedmaier said that it seemed important for this to go before the voters in a presidential election year when turnout would be highest, making it the most democratic election. He said that looking ahead, the Prop K reauthorization vote should also be in a presidential year.

Mr. Lerma said that he thought the proposal could be approved with a larger amount if it included a second Transbay Tube, as that was the project he has heard the most favorable discussion about.

Mr. Pilpel said that it was important to be clear on expectations, such as the PCI score might not be raised to 70 within five years, and that the proposal should not be front loaded with projects. He said these funds should target incremental improvements.

3. Public Comment

There was no public comment.

4. Adjournment

The meeting was adjourned at 7:51 p.m.

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New Bills

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

The Finance Committee is not recommending adoption of any new positions, but are adding two bills to watch.

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

Recommended Positions	Bill # Author	Keywords and Comments
Watch	AB 650 Low D	Public Utilities Commission: regulation of taxicabs. This bill would enact the Taxicab Transportation Services Act and regulate taxicab transportation services through the state Public Utilities Commission (PUC), repealing provisions for cities and counties to regulate taxicabs, but authorizing airports to continue to regulate the provision of taxicab services to and from airports.
Watch	SB 1051 Hancock D	Vehicles: parking enforcement: video image evidence. This bill would authorize enforcement of parking violations in transit-only lanes through use of video specifically for the Alameda-Contra Costa Transit District, thereby authorizing the district to install parking control devices on district-owned public transit vehicles.

Total New Bills in Tracking: 2

San Francisco County Transportation Authority

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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 no new positions on bills this month.

Bill #	Author	Description	Status	Position	Comments
AB 318 Amended: 6/11/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate Judiciary	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.
AB 516 Amended: 7/6/2015 pdf html	Mullin D (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 Inactive	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.

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Bill #	Author	Description	Status	Position	Comments
AB 620 Amended: 1/27/2016 pdf html	Hernández, Roger D (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 LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income. Amended to allow LACMTA flexibility in providing low income assistance.
AB 650 Amended: 5/27/2016 pdf html	Low D (Dist 28)	Public Utilities Commission: regulation of taxicabs. This bill would enact the Taxicab Transportation Services Act and provide for the regulation of taxicab transportation services by the commission as a matter of statewide concern. The bill would provide for issuance of permits by the commission to taxicab carriers authorizing carriers to operate in one or more of 7 designated regions in the state. The bill would require drivers of taxicabs to obtain a taxi driver permit from the commission, and would specify the requirements that an applicant must meet. The bill would enact various provisions relating to insurance, vehicle inspections, monitoring of taxicab drivers, and other matters. The bill would exempt fares or fees charged by taxicab carriers from commission regulation, but would authorize the commission to require the disclosure of fares and fees, as specified. The bill would prohibit entities from providing taxicab transportation services without the required permit, and would provide for the commission to investigate and take action against unlicensed activity. The bill would repeal provisions providing for city and county regulation of taxicab services, but would authorize airports to continue to regulate the provision of taxicab transportation services to and from airports. The bill would require cities and counties that license taxicab services as of December 31, 2016, to forward to the commission licensure information for each licensee, as specified, and would thereby impose a state-mandated local program.	Senate Energy and Utilities	New – Recommend Watch	This is a new approach to providing statewide regulation of taxicab services, under the purview of the PUC. The bill provides an exception to the new regulatory scheme for taxicab services within San Francisco and the Airport.

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Bill #	Author	Description	Status	Position	Comments
AB 779 Amended: 6/2/2016 pdf html	Garcia, Cristina D (Dist 58)	Local government: financial disclosures. This bill would require a city, county, city and county, or special district to post a link on the homepage of its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous fiscal year and the 10 employees with the greatest total compensation, as specified. By increasing the duties of local officials, this bill would impose a state-mandated local program.	Senate Rules	New – Recommend Delete from Matrix.	Originally, this measure authorized the Office of Planning and Research (OPR) to determine, for the purposes of CEQA review, that transportation impacts from residential and mixed-use projects in transit priority areas do not meet the threshold of "significant." The Transportation Authority Board had adopted a position of support and work with author. However, the bill was recently amended to now require local agencies to post on their website compensation data for elected officials serving within that organization.
AB 828 Amended: 7/14/2015 pdf html	Low D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Amended to exclude 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.

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Bill #	Author	Description	Status	Position	Comments
AB 869 Amended: 6/18/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	Senate 2 year	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 1030 Amended: 7/7/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate Appropriations	New – Recommend Delete from Matrix	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.
AB 1176 Amended: 5/4/2016 pdf html	Cooper D (Dist 9)	Theft: firearms. The current Safe Neighborhoods and Schools Act, enacted as an initiative statute by Proposition 47, as approved by the electors at the November 4, 2014, statewide general election, makes the theft of property that does not exceed \$950 in value petty theft, and makes that crime punishable as a misdemeanor, with certain exceptions. This bill would amend that initiative statute by making the theft of a firearm grand theft in all cases and punishable by imprisonment in the state prison for 16 months, or 2 or 3 years. This bill contains other related provisions and other current laws.	Assembly	New - Recommend Delete from Matrix	Originally created 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. Amended to apply to firearm theft.

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Bill #	Author	Description	Status	Position	Comments
AB 1360 Amended: 7/2/2015 pdf html	Ting D (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Senate 2 year	Watch	Transportation Network Companies (TNCs) have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission. 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	MTC has adopted a support position on this bill. Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy. This bill is similar to ABX1 19 (Linder), SB 1320 (Runner) and SBX1 12 (Runner).

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1550 Amended: 5/31/2016 pdf html</p>	<p>Gomez D (Dist 51)</p>	<p>Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. 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 benefitting individuals living in, disadvantaged communities and a minimum of 20% 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.</p>	<p>Assembly Third Reading</p>	<p>Watch</p>	<p>Increases requirement from 10% to 25% of GGRF investment within disadvantaged communities (DAC); also adds new requirement that an additional 20% also must benefit low income households within or outside of DACs.</p> <p>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.</p>

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1574</p> <p>Amended: 4/12/2016 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles to notify the Public Utilities Commission (PUC) when a charter-party carrier of passengers or a passenger stage corporation first registers a bus, limousine, or modified limousine with the department, and to provide information to the PUC that will allow the PUC to identify the vehicle. The bill would require the PUC, with respect to those newly registered buses, limousines, or modified limousines, to ensure that the vehicles meet all statutory and regulatory requirements for safe operation. The bill, upon the PUC becoming aware of a bus, limousine, or modified limousine of a charter-party carrier of passengers or a passenger stage corporation that has not been reported to the commission by the carrier or corporation, would require the PUC to immediately take steps to require the carrier or corporation to update its reporting of vehicles to the PUC and to request the Department of the California Highway Patrol (CHP) to conduct a safety inspection of the vehicle. The bill would prohibit use of such a bus, limousine, or modified limousine to transport passengers in the absence of securing a satisfactory rating from the CHP812, and would authorize a law enforcement agency to impound a bus, limousine, or modified limousine operated in violation of this provision.</p>	<p>Assembly 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.</p> <p>Amended to delay the effective date to 2018.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 1591 Introduced: 1/6/2016 pdf html	Frazier D (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 Inter-city Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.
AB 1592 Amended: 3/28/2016 pdf html	Bonilla D (Dist 14)	Autonomous vehicles: pilot project. This bill would authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that 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 Transportation and Housing	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
AB 1641 Introduced: 1/11/2016 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	Assembly Transportation	Oppose	This bill replaces 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.
AB 1677 Amended: 5/31/2016 pdf html	Ling D (Dist 19)	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol (CHP) to, upon the request of, and in consultation with, representatives of a local government in a jurisdiction where tour buses operate, develop protocols for entering into memoranda of understanding with local governments to allow the department to increase the number of the locally operating tour buses that are being inspected by the department. The bill would require a memorandum of understanding entered into with a local government pursuant to these provisions to include a provision that the local government will reimburse the department for all actual costs associated with conducting additional inspections.	Assembly Third Reading	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.
AB 1725 Amended: 3/7/2016 pdf html	Wagner R (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.

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Bill #	Author	Description	Status	Position	Comments
AB 1746 Amended: 5/24/2016 pdf html	Stone, Mark D (Dist 29)	Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan 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 program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements.	Senate Transportation and Housing	Watch	Expands current authority for transit buses to operate on highway shoulders to 8 entities including AC Transit, County Connection (Contra Costa County), Livermore-Alameda Valley Transit and VTA. MTC has taken a support position on this bill.
AB 1768 Amended: 2/25/2016 pdf html	Gallagher R (Dist 3)	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Assembly Transportation	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
AB 1780 Amended: 3/28/2016 pdf html	Medina D (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 Dead	New - Recommend Delete from Matrix	Establishes a new dedication of 25% of cap and trade funding to a new trade corridor program. Amended to 20% of cap and trade funds 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.
AB 1813 Introduced: 2/8/2016 pdf html	Frazier D (Dist 11)	High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Senate Transportation and Housing	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
AB 1815 Amended: 5/2/2016 pdf html	Alejo D (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 board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the 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 Dead	New - Recommend Delete from Matrix	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 and to provide technical assistance to communities to better compete for cap and trade funds.
AB 1818 Introduced: 2/8/2016 pdf html	Melendez R (Dist 67)	Transportation funds. Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a non-substantive change to this provision.	Assembly Dead	New - Recommend Delete from Matrix	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>AB 1833 Amended: 4/25/2016 pdf html</p>	<p>Linder R (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 Dead</p>	<p>New - Recommend Delete from Matrix</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>AB 1851</p> <p>Amended: 4/13/2016 pdf html</p>	<p>Gray D (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 Dead</p>	<p>New - Recommend Delete from Matrix</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.</p> <p>We had previously adopted a position to seek 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>

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Bill #	Author	Description	Status	Position	Comments
AB 1866 Introduced: 2/10/2016 pdf html	Wilk R (Dist 38)	High-speed rail bond proceeds: redirection: water projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Assembly Transportation	Oppose	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.
AB 1886 Amended: 5/11/2016 pdf html	McCarty D (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%.	Senate Rules	Support	The bill relaxes the CEQA exemption for Transit Priority projects within 1/2 mile of a transit stop by expanding the requirement that the subject parcel may have 50% of its property at a distance greater than 1/2 mile, rather than 25% of its property.
AB 1889 Amended: 3/17/2016 pdf html	Mullin D (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.	Senate Transportation and Housing	Watch	This is a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District. May be amended to address High-speed Rail Authority blended Senate funding.

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Bill #	Author	Description	Status	Position	Comments
AB 1938 Introduced: 2/12/2016 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission Current law authorizes the Bay Area Toll Authority to make direct contributions to the Metropolitan Transportation Commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.	Assembly Dead	New - Recommend Delete from Matrix	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.
AB 1964 Amended: 5/5/2016 pdf html	Bloom D (Dist 50)	High-occupancy vehicle (HOV) lanes: vehicle exceptions. Current law 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.	Senate Transportation and Housing	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 staff are recommending an oppose unless amended position, unless the number of stickers is capped, with a sunset date no later than the end of 2021.
AB 1982 Amended: 4/12/2016 pdf html	Bloom D (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 Dead	New - Recommend Delete from Matrix	Originally authorized that cap and trade funds may be expended on traffic signal synchronization projects. Amended to expand CTC membership.

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Bill #	Author	Description	Status	Position	Comments
AB 2014 Amended: 4/13/2016 pdf html	Melendez R (Dist 67)	Freeway Service Patrol Program Assessment. 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 Dead	New - Recommend Delete from Matrix	Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis.
AB 2034 Amended: 3/17/2016 pdf html	Salas D (Dist 32)	Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. This bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.	Senate Transportation and Housing	Support	Since 2007 Caltrans has assumed federal responsibility for NEPA actions under a pilot program administered by FHWA/USDOT. This bill extends the acceptance of the delegation of authority indefinitely.
AB 2049 Introduced: 2/17/2016 pdf html	Melendez R (Dist 67)	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.	Assembly Tran sportation	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
AB 2088 Amended: 4/27/2016 pdf html	Linder R (Dist 60)	Vehicles: hit-and-run accidents: pleas. Current law requires the driver of a vehicle involved in an accident involving only damage to property, or a person who parks a vehicle that becomes a runaway vehicle and damages property, to stop, as applicable, and fulfill specified reporting requirements. Current law provides that failure to fulfill those requirements is a crime. Current law authorizes a court to suspend the driving privileges of a person convicted of a violation of that provision for not more than 6 months. This bill would require a prosecutor who agrees to accept a plea of guilty or nolo contendere from a defendant for a charge of a violation of the latter provision described above in satisfaction of, or as a substitute for, a charge for a violation of the former provision to state on the record whether the defendant was involved in an accident in which a person was injured.	Senate Public Safety	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.
AB 2090 Amended: 5/27/2016 pdf html	Alejo D (Dist 30)	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Senate	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
AB 2094 Amended: 3/18/2016 pdf html	Obermole R (Dist 33)	Transportation: Greenhouse Gas Reduction Fund: state and local transportation funds. Would, beginning in the 2016-17 fiscal year, transfer \$1 billion annually from the Greenhouse Gas Reduction Fund to the Retail Sales Tax Fund, 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 Retail Sales Tax Fund. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the Retail Sales Tax Fund for allocation to state highway and local street and road purposes.	Assembly Dead	New - Recommend Delete from Matrix	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.
AB 2126 Introduced: 2/17/2016 pdf html	Mullin D (Dist 22)	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	Senate Transportation and Housing	Support	Expands the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 2170 Amended: 3/15/2016 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>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.</p>	<p>Senate Rules</p>	<p>Watch</p>	<p>Directs the new federal aid funds in the national freight program to the Trade Corridors account. MTC staff are recommending 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.</p>
<p>AB 2222 Amended: 5/31/2016 pdf html</p>	<p>Holden D (Dist 41)</p>	<p>Greenhouse Gas Reduction Fund: Transit Pass Program. Would establish the Transit Pass Program to be administered by the Department of Transportation with moneys from the Greenhouse Gas Reduction Fund, upon appropriation, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department, in coordination with the state board, to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions.</p>	<p>Assembly Third Reading</p>	<p>Watch</p>	<p>Originally required \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes. Amendments continue to authorize transit pass funding, subject to future appropriation.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 2289 Introduced: 2/18/2016 pdf html	Frazier D (Dist 11)	Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program 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 Transportation and Housing	Support	This bill is based on a recent recommendation by the CTC in its annual report. The bill would add capital projects to improve highway operations as eligible for use of state highway funds. Examples include: lane management systems, changeable message signs, ramp meters, and similar devices and facilities specifically focused on improving operations.
AB 2292 Amended: 4/14/2016 pdf html	Gordon D (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 Dead	New - Recommend Delete from Matrix	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.
AB 2343 Amended: 4/27/2016 pdf html	Garcia, Cristina D (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 Dead	New - Recommend Delete from Matrix	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
AB 2374 Introduced: 2/18/2016 pdf html	Chiu 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 Transportation and Housing	Sponsor/ Support	Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to the Yerba Buena Island phase II, which the SFCTA is leading on behalf of the Treasure Island Development Authority
AB 2411 Amended: 5/27/2016 pdf html	Frazier D (Dist 11)	Transportation revenues. Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2017, 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.	Senate	Watch	Recaptures approximately \$45 million annually that has been dedicated to the general fund to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans.

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Bill #	Author	Description	Status	Position	Comments
AB 2509 Amended: 4/6/2016 pdf html	Ting D (Dist 19)	Operation of bicycles: speed. Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. 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 Transportation and Housing	Watch	Provides bike riders with more flexibility to the requirement that they ride as close to curb or roadway edge when traveling class, I, II, or IV bikeways.
AB 2542 Amended: 3/15/2016 pdf html	Gatto D (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.	Senate Transportation and Housing	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
<p>AB 2586 Amended: 5/31/2016 pdf html</p>	<p>Gatto D (Dist 43)</p>	<p>Parking. Current 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. Current 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. This bill would delete the January 1, 2017, date of repeal for the above provisions, and thus extend those provisions indefinitely. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Third Reading</p>	<p>Watch</p>	<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. SFMTA was seeking amendments to this bill to restrict free parking at broken meters to two hours in order to reduce the incentive for vandalism at parking meters without time limits. Since the author did not incorporate the proposed amendments, SFMTA is intending to request that the City oppose the bill in July.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 2602 Amended: 5/11/2016 pdf html	Gatto D (Dist 43)	Disabled parking placards. Current law authorizes a disabled person or disabled veteran to apply to the Department of Motor Vehicles (DMV) for the issuance of a distinguishing license plate or placard that entitles the person or veteran to various privileges, including parking in spaces designated for owners of those license plates and placards, parking for unlimited periods in a restricted zone, as specified, and parking in metered spaces without paying parking meter fees. Commencing January 1, 2018, 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 paying parking meter fees.	Assembly Dead	New - Recommend Delete from Matrix	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. SFMTA was seeking a support position on this bill as it is consistent with the recommendations made by the Accessible Parking Policy Advisory Committee stakeholder group.
AB 2722 Amended: 5/31/2016 pdf html	Burke D (Dist 62)	Transformative Climate Communities Program. Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council, 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 the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities that have a demonstrated need for climate, economic, workforce, health, and environmental benefits.	Assembly Third Reading	Watch	Originally this bill appropriated \$250 million in cap and trade funds for a new competitive grant program for transformative climate community plans in disadvantaged communities. Amended to delete from the appropriation. 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.

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Bill #	Author	Description	Status	Position	Comments
AB 2742 Introduced: 2/19/2016 pdf html	Nazarian D (Dist 46)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	Assembly Dead	New - Recommend Delete from Matrix	Extends public-private partnership (P3) authority to 2030 from 2017.
AB 2783 Amended: 4/25/2016 pdf html	Garcia, Eduardo D (Dist 56)	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.	Senate Rules	Watch	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. 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

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Bill #	Author	Description	Status	Position	Comments
AB 2796 Amended: 4/4/2016 pdf html	Bloom D (Dist 50)	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.	Senate Rules	Watch	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 10% of funds for non-infrastructure projects. The SFMTA has adopted, through the City, a support position on this bill.
AB 2847 Amended: 5/23/2016 pdf html	Patterson R (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.	Senate Transportation and Housing	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.

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Bill #	Author	Description	Status	Position	Comments
AB 2857 Introduced: 2/19/2016 pdf html	Chu D (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 Dead	New - Recommend Delete from Matrix	This is an intent bill to later draft legislation related to TNC companies that deliver commodities.
ABX1.1 Introduced: 6/23/2015 pdf html	Alejo D (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Print	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
ABX1.2 Introduced: 6/25/2015 pdf html	Perea D (Dist 0)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transpore transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	Support	Extends public-private partnership law indefinitely. Similar to SBX 1 14 (Cannella).

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Bill #	Author	Description	Status	Position	Comments
ABX1.3 Amended: 9/3/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Assembly Conference Committee	Watch	Special session spot bill.
ABX1.4 Introduced: 7/9/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Senate Rules	Watch	Special session spot bill.
ABX1.6 Introduced: 7/16/2015 pdf html	Hernández, Roger D (Dist 48)	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Assembly Print	Oppose	The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.

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Bill #	Author	Description	Status	Position	Comments
ABX17 Introduced: 7/16/2015 pdf html	Nazarian D (Dist 46)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Assembly Print	Support	The bill would seek to increase cap and trade revenues to 2 transit programs (1) rail capital and (2) transit operations. This bill is the same as SBX1 8 (Hill).
ABX18 Introduced: 7/16/2015 pdf html	Chiu D (Dist 17)	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Assembly Print	Support	The bill seeks to increase State transit assistance funds by increasing the sales tax rate and diesel. This bill is the same as SBX1 7 (Allen).
ABX19 Introduced: 8/17/2015 pdf html	Levine D (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.

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Bill #	Author	Description	Status	Position	Comments
ABX1 10 Introduced: 8/19/2015 pdf html	Levine D (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.
ABX1 13 Introduced: 8/31/2015 pdf html	Grove R (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.
ABX1 14 Introduced: 8/31/2015 pdf html	Waldron R (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.

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Bill #	Author	Description	Status	Position	Comments
ABX1 15 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State Highway Operation and Protection Program: 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 State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. 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.
ABX1 16 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county.	Assembly Print	Watch	This bill is intended to test the efficiency of Caltrans by authorizing a pilot program in which two counties would be able to assume Caltrans' responsibility for operating and maintaining highways with the county.
ABX1 17 Introduced: 8/31/2015 pdf html	Achadjian R (Dist 35)	Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	Assembly Print	Oppose	This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources.

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Bill #	Author	Description	Status	Position	Comments
ABX1 18 Introduced: 8/31/2015 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	Assembly Print	Oppose	This measure would seek the return of truck weight fees to state highway rehabilitation purposes.
ABX1 19 Introduced: 8/31/2015 pdf html	Linder R (Dist 60)	California Transportation Commission. 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).
ABX1 20 Introduced: 8/31/2015 pdf html	Gaines, Beth R (Dist 6)	State government: elimination of vacant positions: transportation: appropriation. Current law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other current laws.	Assembly Print	Watch	This Republican Caucus measure would seek the elimination of vacant positions in state government and dedicate the funds that are freed to road repairs.
ABX1 21 Introduced: 8/31/2015 pdf html	Obermole R (Dist 33)	Environmental quality: highway projects. Would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Assembly Print	Watch	Extends to highway projects judicial relief from a CEQA challenge in certain cases.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1 24</p> <p>Introduced: 9/11/2015 pdf html</p>	<p>Levine D (Dist 10)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>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.</p> <p>We recommended an oppose position because the proposed new structure would likely upset the current balance of urban and nonurban 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.</p>
<p>ABX1 25</p> <p>Introduced: 1/11/2016 pdf html</p>	<p>Allen, Travis R (Dist 72)</p>	<p>Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).</p> <p>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.</p>

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Bill #	Author	Description	Status	Position	Comments
ACA 4 Amended: 8/17/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a 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.
SB 39 Amended: 4/8/2015 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted increase from 40,000 to 70,000. A budget trailer bill in 2015 was approved to accomplish this.
SB 321 Amended: 8/18/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Senate Inactive File	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process. MTC has adopted a support position on this bill.

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Bill #	Author	Description	Status	Position	Comments
SB 344 Amended: 6/23/2015 pdf html	Monning D (Dist 17)	Commercial driver's license: education. Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Assembly 2 year	Watch	MTC has adopted a support position on this bill.
SB 433 Amended: 5/7/2015 pdf html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for determining annual gas tax rate.
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Assembly 2 year	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor. SFMTA has also adopted a support position on this bill.

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Bill #	Author	Description	Status	Position	Comments
SB 773 Amended: 5/31/2016 pdf html	Allen D (Dist 26)	Vehicles: registration fraud. 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 Transportation	Watch	MTC has adopted a support position on this bill.
SB 812 Amended: 5/31/2016 pdf html	Hill D (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 3 consecutive terminal inspections, as specified, to recommend to the 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.	Assembly	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.

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Bill #	Author	Description	Status	Position	Comments
<p>SB 824</p> <p>Amended: 5/31/2016 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>Low Carbon Transit Operations Program. Would authorize a recipient transit agency that does not submit an expenditure for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, or to apply to the Department of Transportation to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified.</p>	<p>Assembly</p>	<p>Support</p>	<p>The bill is intended to permit transit agencies more flexible use of formula transit funds from GGRF, including the ability to pool small formula shares among agencies to make identification of an eligible project and administration of the funds easier. Recent amendments remove the ability to pool resources from the legislation. MTC staff are recommending a support and seek amendment position on this bill, to broaden the definition of disadvantaged communities. SFMTA has taken a support position on this bill.</p>
<p>SB 882</p> <p>Amended: 5/31/2016 pdf html</p>	<p>Hertzberg D (Dist 18)</p>	<p>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 a minor from being charged with an infraction or a misdemeanor for those acts.</p>	<p>Senate Third Reading</p>	<p>Watch</p>	<p>This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation. Latest amendment would restore language related to administrative adjudication.</p>

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Bill #	Author	Description	Status	Position	Comments
<p>SB 885</p> <p>Amended: 5/10/2016 pdf html</p>	<p>Wolk D (Dist 3)</p>	<p>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. The bill would prohibit these provisions from being construed to affect any duty of a design professional to pay a reasonable allocated share of defense fees and costs with respect to claims and lawsuits alleging negligence, recklessness, or willful misconduct of the design professional, as specified.</p>	Assembly	Oppose	<p>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.</p> <p>SB 885 seeks to allow design professionals to avoid defense costs in lawsuits involving mixed claims against multiple parties. It would fundamentally shift private sector risk to the taxpayer, significantly increasing public sector legal costs. As it is passing quickly through Committee we will aggressively work to oppose this bill this month.</p>
<p>SB 903</p> <p>Introduced: 1/21/2016 pdf html</p>	<p>Nguyen R (Dist 34)</p>	<p>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.</p>	Senate Transportation and Housing	Watch	<p>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.</p> <p>This loan repayment was proposed by the Governor on a longer timeline.</p>

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Bill #	Author	Description	Status	Position	Comments
SB 951 Amended: 4/26/2016 pdf html	McGuire D (Dist 2)	Transportation: Golden State Patriot Passes Program. Would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements.	Senate Dead	New - Recommend Delete from Matrix	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.
SB 986 Amended: 4/12/2016 pdf html	Hill D (Dist 13)	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would require that a violation of this provision for a right turn or a left turn from a one-way street onto a one-way street is punishable by a fine of \$35.	Assembly Desk	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.
SB 998 Amended: 5/3/2016 pdf html	Wieckowski D (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.	Assembly Transportation	Watch	SFMTA has taken an oppose position on this bill because of its potential to work against the city's Vision Zero goals. Expands restrictions on vehicles from stopping at certain locations to include transit guideways.

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Bill #	Author	Description	Status	Position	Comments
SB 1051 Amended: 5/10/2016 pdf html	Hancock D (Dist 9)	Vehicles: parking enforcement: video image evidence. The bill would authorize enforcement of parking violations in transit-only lanes through use of video to the Alameda-Contra Costa Transit District, thereby authorizing the district to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce violations occurring in transit-only traffic lanes and the authority for both the district and the City and County of San Francisco to implement an automated enforcement system to enforce parking violations occurring at bus stops on January 1, 2022. This bill would require, under designated circumstances, the district and the City and County of San Francisco to submit to the transportation and judiciary committees of the Legislature evaluations of the automated enforcement system's effectiveness, impact on privacy, cost to implement, and generation of revenue, no later than January 1, 2021.	Assembly Transportation	New – Recommend Watch	This bill allows, until January 1, 2022, the Alameda-Contra Costa Transit District (AC Transit) to enforce parking violations in transit-only traffic lanes and allows AC Transit and the City and County of San Francisco to enforce parking violations in bus stops using video cameras. Imposes a sunset date in 2022, with quantitative reports from both agencies due in 2021.
SB 1066 Introduced: 2/16/2016 pdf html	Beall D (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 Transportation	Support	Adds new Federal transportation funds to revenues that must be included revenues estimate for the STIP.

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Bill #	Author	Description	Status	Position	Comments
SB 1128 Introduced: 2/17/2016 pdf html	Glazer D (Dist 7)	Commuter 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 Transportation	Support	Extends the commute benefits ordinance authority for MTC/ABAG indefinitely. MTC has taken a support position on this bill.
SB 1141 Amended: 4/5/2016 pdf html	Moorlach R (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	New - Recommend Delete from Matrix	Creates a pilot program for Caltrans to turn over its operation and maintenance of state highways in 2 counties for a period of 5 years. This bill is similar to ABX1 16.
SB 1208 Introduced: 2/18/2016 pdf html	Bates R (Dist 36)	California Transportation Commission (CTC). Current law creates the CTC, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a non-substantive change to this provision.	Senate Dead	New - Recommend Delete from Matrix	Spot bill related to the CTC.

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Bill #	Author	Description	Status	Position	Comments
SB 1259 Amended: 4/21/2016 pdf html	Runner R (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.	Assembly Veterans Affairs	Oppose	Addresses vehicles operated by a veteran with a special decal to the exemption of requiring to pay tolls. Recommending an oppose position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue. MTC has adopted an oppose position on this bill
SBX11 Amended: 4/21/2016 pdf html	Beall D (Dist 15)	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. 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.	Senate Appropriations	Support/ Seek Amendments	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.

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Bill #	Author	Description	Status	Position	Comments
SBX1 2 Introduced: 6/30/2015 pdf html	Huff R (Dist 29)	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Senate Transportation and Infrastructure Development	Oppose	<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.</p> <p>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.</p> <p>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>
SBX1 4 Amended: 9/4/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Conference Committee	Watch	<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>

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Bill #	Author	Description	Status	Position	Comments
SBX15 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to 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.
SBX17 Amended: 9/3/2015 pdf html	Allen D (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate. Bill is the same as ABX1 8 (Chiu).
SBX18 Introduced: 7/16/2015 pdf html	Hill D (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1) transit capital (2) transit operation. Bill is the same as ABX1 7 (Nazarian).

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June 2016

Bill #	Author	Description	Status	Position	Comments
SBX1 10 Introduced: 7/16/2015 pdf html	Bates R (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.
SBX1 11 Amended: 9/4/2015 pdf html	Berryhill R (Dist 8)	Environmental quality: transportation infrastructure. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions	Senate Transportation and Infrastructure Development	Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road footprint.
SBX1 12 Amended: 8/20/2015 pdf html	Runner R (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), ABX1 19 (Linder), and SB 1320 (Runner).

San Francisco County Transportation Authority

June 2016

Bill #	Author	Description	Status	Position	Comments
SBX1 13 Amended: 9/3/2015 pdf html	Vidak R (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.
SBX1 14 Introduced: 7/16/2015 pdf html	Cannella R (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.
SCAX1 1 Introduced: 6/19/2015 pdf html	Huff R (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 109**Total Tracking Forms: 109**



Memorandum

Date: 06.15.16 **RE:** Citizens Advisory Committee
June 22, 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 \$45,417,062 in Prop K Funds and \$141,794 in Prop AA Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$3,810,006 in Prop K funds

Summary

As summarized in Attachments 1 and 2, we have eleven requests totaling \$45,558,856 in Prop K and Prop AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$27.3 million in Prop K funds to leverage over \$258 million in federal, state, and local funds for construction of Van Ness Improvements including bus rapid transit (BRT). This project includes a suite of improvements to enable BRT service to start in spring 2019. The SFMTA is requesting \$4.1 million for a major rehabilitation of the light rail track and infrastructure in Muni's Twin Peaks Tunnel (Castro to West Portal Stations) which will improve travel time and reliability on the K, L, and M lines. The SFMTA is requesting the annual Prop K contribution for paratransit operations which is slightly higher than in past years due to the increased cost of services under a new contract. The SFMTA is requesting Prop K funds for four street improvement projects including: \$1.7 million for six new traffic signals and two flashing beacons, \$150,000 for bicycle facility maintenance, \$213,525 for evaluation of local traffic calming applications, and \$260,000 for the planning phase to identify preferred designs for the Bosworth/Arlington and Bosworth/Lyell intersections. The SFMTA is requesting \$100,000 in Neighborhood Transportation Improvement Program (NTIP) funds to study the potential reconfiguration of West Side transit routes including but not limited to the 66-Quintara line to improve access to transit hubs. Finally, the SFMTA is requesting \$1.4 million in Prop K and \$141,794 in Prop AA funds for traffic signals upgrades at seven locations on Webster Street. San Francisco Public Works is requesting \$5,278 in Prop K funds to match a federal grant for design of a multi-use trail on Great Highway between Sloat and Skyline and \$30,000 in NTIP funds for construction of South Park Traffic Calming.

BACKGROUND

We have received eleven requests for a total of \$45,417,062 in Prop K and Prop AA funds to present to the Citizens Advisory Committee (CAC) at its June 22, 2016 meeting, for potential Board approval on July 26, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Guideways – SFMTA
- Paratransit
- Great Highway Erosion Repair

- New Signals & Signs
- Signals & Signs
- Pedestrian and Bicycle Facility Maintenance
- Traffic Calming
- Transportation/Land Use Coordination
- Prop AA Pedestrian Safety

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

DISCUSSION

The purpose of this memorandum is to present eleven Prop K requests totaling \$45,417,062 and one Prop AA request for \$141,794 to the CAC and to seek a motion of support to allocate 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 the allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$3,550,887 in Prop K funds, as requested.
2. Adopt a motion of support for the allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$3,550,887 in Prop K funds, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$45,417,062 in Fiscal Year (FY) 2016/17 Prop K sales tax funds and \$141,794 in FY 2016/17 Prop AA vehicle registration funds, with conditions, for eleven requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date for both programs, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment to advance funds for Paratransit for FYs 2016/17 through 2018/19 would be an estimated \$488,452 in additional financing

costs, less than 0.01% of projected financing costs over the 30-year life of the Expenditure Plan.

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

RECOMMENDATION

Adopt a motion of support for the allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$3,550,887 in Prop K funds.

Attachments (5):

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

Enclosure:

Prop K/Prop AA Allocation Request Forms (11)

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District	
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930		\$ 285,459,151	79%	90%	Construction	2, 3, 5, 6	
Prop K	22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113		\$ 48,576,567	78%	91%	Construction	8	
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 25,887,191	27%	61%	Operations	Citywide	
Prop K	26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278		\$ 326,810	86%	98%	Design	7	
Prop K	31	SFMTA	New Traffic Signals Contract 63	\$ 1,700,000		\$ 2,056,000	26%	17%	Construction	1, 3, 6, 7, 8	
Prop K, Prop AA	33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	\$ 1,500,000	41%	0%	Construction	2,5	
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000		\$ 150,000	48%	0%	Construction	Citywide	
Prop K	38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525		\$ 213,525	51%	0%	Planning	Citywide	
Prop K	38	SFMTA	Glen Park Phase 2	\$ 260,000		\$ 260,000	51%	0%	Planning	8	
Prop K	38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000		\$ 2,950,000	51%	99%	Construction	6	
Prop K	44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000		\$ 100,000	40%	0%	Planning	4	
TOTAL						\$ 45,417,062	\$ 141,794	\$ 367,479,244	74%	88%	

Footnotes

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

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930	\$ -	<p>Prop K funds will leverage over \$258 million in federal, state and local funds to fully fund the construction phase of Van Ness Improvements. The project consists of several elements, including: Bus Rapid Transit (BRT) dedicated bus lanes, low floor boarding, consolidated transit stops, high-quality stations, fewer left-turn pockets, pedestrian safety enhancements, on platform fare payment, and improved streetscape and lighting (funded through this request); Overhead Contact System upgrade for trolley buses (funded through this request); SFgo traffic signal optimization and transit signal priority (funded through a prior Prop K request); Public Utilities Commission (PUC) sewer, water, lighting and green infrastructure; Auxiliary Water Supply System, street resurfacing, and Muni Forward-related pedestrian improvements. The project will be delivered using the Construction Manager/General Contractor (CMGC) delivery method. Van Ness BRT service is scheduled to open for use by March 2019.</p>
22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113	\$ -	<p>Requested funds will leverage over \$40 million in federal and other local funds for the construction phase to bring the light rail infrastructure in Muni's Twin Peaks Tunnel (Castro to West Portal Stations) into a state of good repair and improve on-time performance and reliability. The project will decrease travel time per passenger by 2.8 minutes for the 40,000 average daily passengers on the K, L, and M lines. Work will be performed at night over 21 weekends starting in Summer 2016. The tunnel will be closed on weekends when construction is scheduled, with MTA providing a bus bridge for affected stations. SFMTA anticipates the project will be complete by September 2017.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Funds will provide over 39% of the cost of the Paratransit broker contract in FY 2016/17. The contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The FY 2016/17 Paratransit program budget represents a 15% cost increase over the previous year based on the new 5-year broker contract that includes increased salaries and benefits for service provider personnel, with additional future year increases. The contract also continues the higher level of service for group van passengers initiated in FY 2015/16.
26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278	\$ -	Funds will provide the local match to a Federal Land Access Program grant for the design phase of a multi-use trail between on the Great Highway between Sloat and Skyline. The project will remove asphalt from the existing southbound lanes, except for a 12-foot section to be used for a shared-use path. The project also includes a 6-foot wide crusher fines (gravel) path, a 50-space parking lot, and revegetating the area with native plants. The project is being coordinated with SFPW's Great Highway Restoration project. The multi-use trail is expected to be open for use by March 2019.
31	SFMTA	New Traffic Signals Contract 63	\$ 1,700,000	\$ -	Funds will be used for the construction phase of six new traffic signals and two new flashing beacons at eight unsignalized intersections. The project includes pedestrian countdown signals and accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Locations are shown on page 2 of the enclosed allocation request form. The SFMTA anticipates that construction will be complete by September 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	This project would upgrade existing traffic signals at 7 locations on Webster Street, a WalkFirst High-Injury Corridor. Intersections include Webster at McAllister, Golden Gate, Turk, Eddy, Post, Sutter, and California. The scope includes new poles, mast arms and larger signal heads to improve visibility of the vehicle signals, pedestrian countdown signals and accessible (audible) pedestrian signals. Construction would begin in early 2017 and be complete in Fall 2017.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ -	This project would maintain existing bicycle facilities, focusing on restriping, including green bike lanes and bike boxes, and replacing delineator posts. Potential locations include Market Street between 8th and 9th Streets, The Wiggle bike route, Monterey Boulevard, Cesar Chavez, and the 14th and Folsom Streets intersection. Construction would begin in Fall 2016 and be completed by early 2018.
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525	\$ -	Funds will be used for the planning and conceptual engineering phase of the FY 2016/17 program, including community outreach, evaluation and prioritization of up to 100 applications; and conceptual design and project development for up to 50 locations including balloting, legislation, and public hearing to approve the devices. SFMTA anticipates evaluating applications following the August 1, 2016 deadline and notifying residents of the status by January 2017. Design of the recommended devices, most of which are anticipated to be speed humps, is expected to be completed by June 2017. The detail design of complex measures and construction phase would be funded through a future Prop K request and occur July-December 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	Glen Park Phase 2	\$ 260,000	\$ -	Funds will be used for the planning phase of pedestrian and traffic calming improvements near the Glen Park BART Station, as recommended in the Glen Park Community Plan (2009). In April 2016, SFMTA completed Phase 1 of the recommended improvements, including bulb-outs, signalized left-turn pockets, a transit shelter, street lighting and landscaping at Bosworth/Diamond. For Phase 2, SFMTA will consider crossing safety improvements at Bosworth/Arlington and Bosworth/Lyell. This planning phase will include community outreach, feasibility analysis, and preliminary engineering, as well as a design survey to inform feasibility of potential solutions, with a goal to have preferred designs by late 2018 that can then move on to final design and construction.
38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000	\$ -	Neighborhood Transportation Improvement Program (NTIP) funds will be used for construction of traffic calming elements of the South Park Improvements project, a major renovation of the park. Traffic calming improvements will include sidewalk bulb-outs and stamped asphalt at the crosswalks into the park. These features will provide visual and textural cues signifying the presence of the park's crosswalks to drivers, many of whom turn into South Park as a short cut to the Bay Bridge. SFPW expects to complete construction by December 31, 2016.
44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000	\$ -	Requested fund will be used to evaluate viable reconfiguration options for the 66-Quintara, an underutilized Muni route on the West Side, and potentially other routes (23-Monterey, 48-Quintara, and the 57-Parkmerced) to improve route performance and strengthen the West Side's access to transit hubs. This study advances recommendations from the Transportation Authority's Westside Transit Access Study (2016). SFMTA will work closely with the district supervisor's offices and community stakeholders. The final report is expected to be complete by August 2017.
TOTAL			\$ 45,417,062	\$ 141,794	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930	\$ -	The recommended allocation is contingent upon SFMTA providing certification of full funding for the project. As of 06.16.16, the estimated \$61 million in SFPUC funds are not yet committed to the project.
22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113	\$ -	Commitment to Allocate: The recommendation includes a commitment to allocate \$3,550,887 in FY 2017/18 Prop K funds. 5YPP Amendment: The recommended allocation is contingent upon a concurrent Muni Guideways 5YPP amendment to utilize placeholder funds for this project. See attached 5YPP amendment for details.
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to advance programming in the Paratransit category from FY 2025/26 to meet the higher annual cost of the new paratransit broker contract beginning July 1, 2016. This amendment would advance \$523,010 per year for the next three years (FY's 2016/17 - 2018/19) to provide the Prop K amount for the contract through the 2018 Strategic Plan update. See attached Strategic Plan amendment for details.
26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to the Great Highway Erosion Repair category, to reprogram \$264,397 from the Great Highway Restoration to the subject project (\$5,278 for design and \$259,119 for construction). See attached 5YPP amendment for details. Commitment to Allocate: Recommendation includes a commitment to allocate Prop K funds to provide the local match to the federal grant for the construction phase of the project.
31	SFMTA	New Traffic Signals Contract 63	\$ 1,700,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a concurrent New Signals and Signs 5YPP amendment to reprogram \$200,000 from projects completed under budget. See attached 5YPP amendment for details.
33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	Prop K 5YPP and Prop AA Strategic Plan Amendments: Recommendation is contingent upon concurrent amendments to the Prop K 5YPP Signals and Signs category and the Prop AA Strategic Plan to reprogram a total of \$1.4 million in funds from projects completed under budget or with other funding sources, to the subject project. See attached 5YPP and Strategic Plan amendments for details.

Attachment 3: Staff Recommendations ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ -	
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525	\$ -	
38	SFMTA	Glen Park Phase 2	\$ 260,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a concurrent 5YPP amendment to re-program \$260,000 in funds from Howard Streetscape Improvement to the subject project. See attached 5YPP amendment for details.
38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000	\$ -	
44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000	\$ -	
TOTAL			\$ 45,417,062	\$ 141,794	

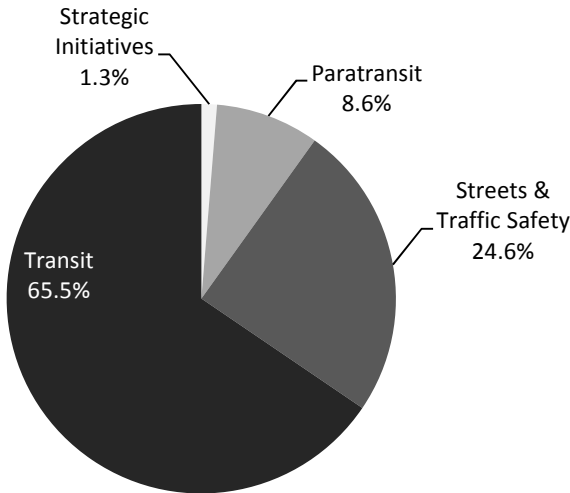
¹ See Attachment 1 for footnotes.

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

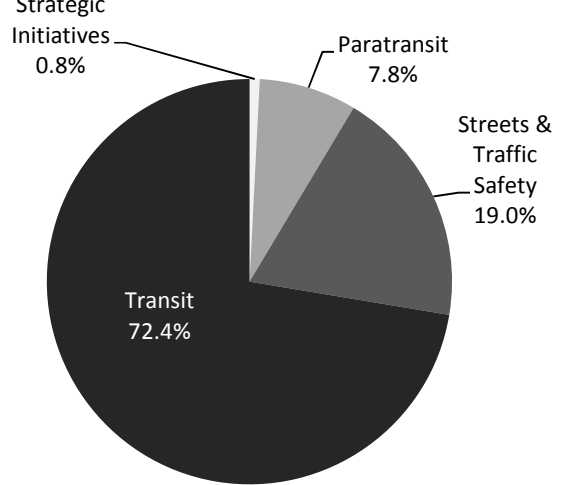
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 6,079,645	\$ 4,610,189	\$ 1,469,456	\$ -	\$ -	\$ -
Current Request(s)	\$ 45,417,062	\$ 25,587,609	\$ 10,683,477	\$ 9,145,976	\$ -	\$ -
New Total Allocations	\$ 51,496,707	\$ 30,197,798	\$ 12,152,933	\$ 9,145,976	\$ -	\$ -

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

Investment Commitments, per Prop K Expenditure Plan



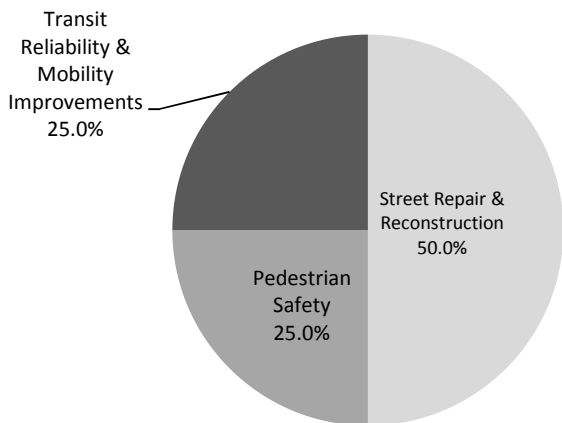
Prop K Investments To Date



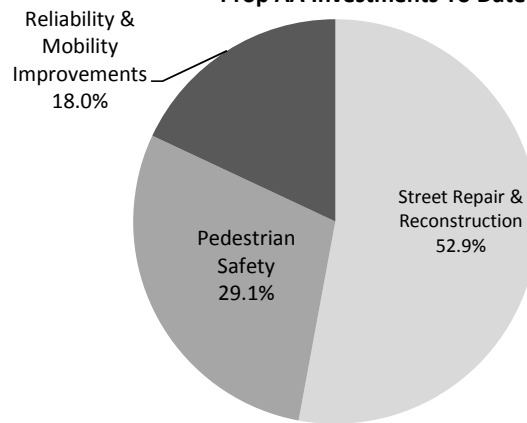
PROP AA VEHICLE REGISTRATION FEE						
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 141,794	\$ 141,794	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 141,794	\$ 141,794	\$ -	\$ -	\$ -	\$ -

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date

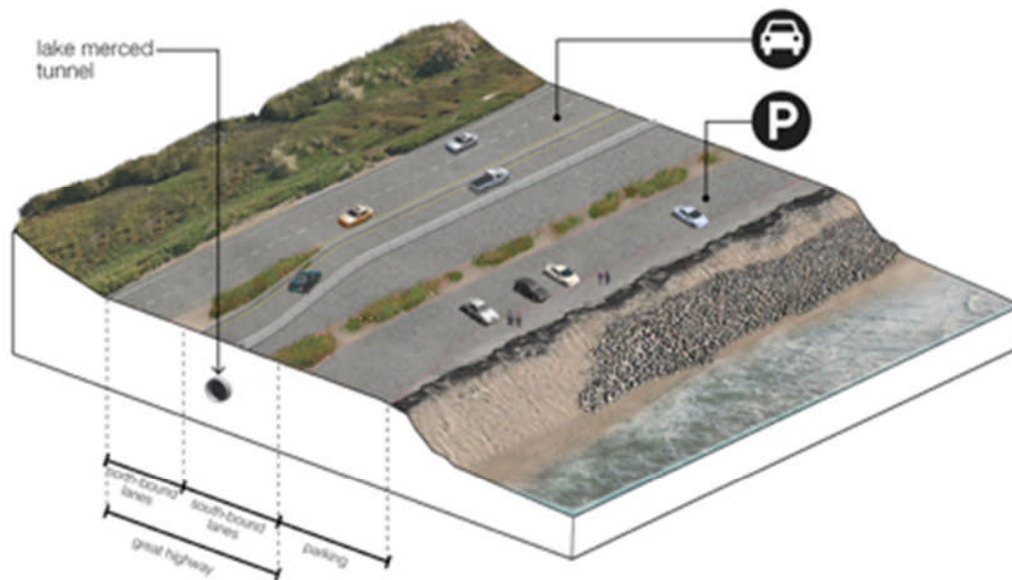


Ocean Beach Master Plan:

Introduction:

The narrowing and eventual closure of the Great Highway South of Sloat Boulevard is fundamental to implementing the long-term coastal adaptation strategies recommended in the Ocean Beach Master Plan ("Master Plan"). The Master Plan recommends a vision for adapting to chronic coastal erosion, which will increase with sea-level rise, while protecting critical wastewater infrastructure and enhancing coastal access and ecological functions.

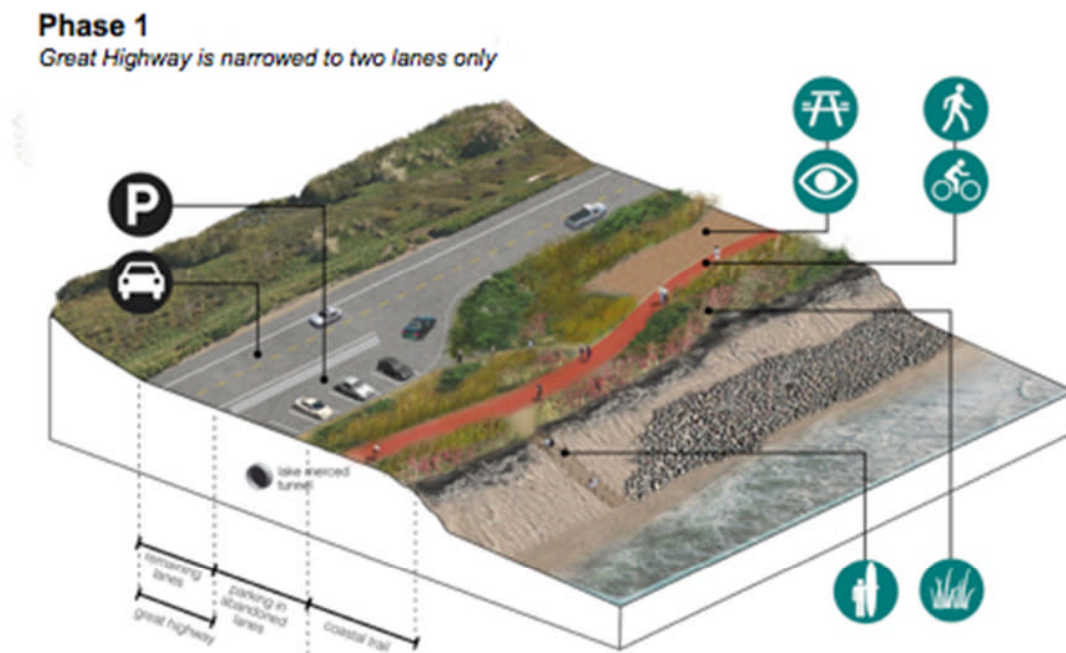
Current Condition



South Ocean Beach Plan:

Phase ONE (1)

Narrowing the Great Highway to two lanes ("Phase 1") will provide an interim condition with less exposure to coastal hazards. It maintains vehicular access but begins to shift auto circulation toward other facilities. It creates the space for safer coastal access parking and a multi-use pathway (already funded by a Federal grant) taking advantage of the vacated southbound lanes. The signalization of the Great Hwy/Skyline intersection will allow safe pedestrian and bicycle crossing to the Lake Merced trail system. These improvements will close a significant gap in the California Coastal trail, connect Fort Funston and Lake Merced into a continuous, connected park and trail network, and relocate coastal access facilities away from eroding bluffs.

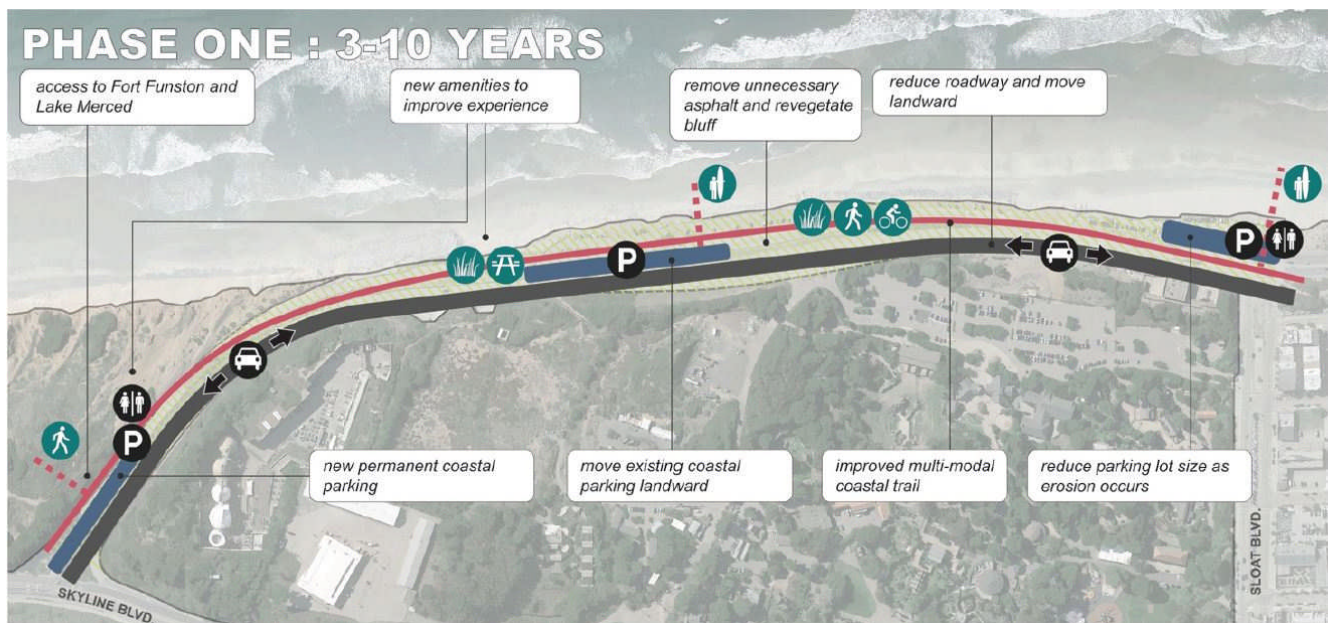


Phase ONE (1)

Driver: Recreation and Park (RPD) – multi-modal coastal trail
Public Works (DPW) – roadway narrowing

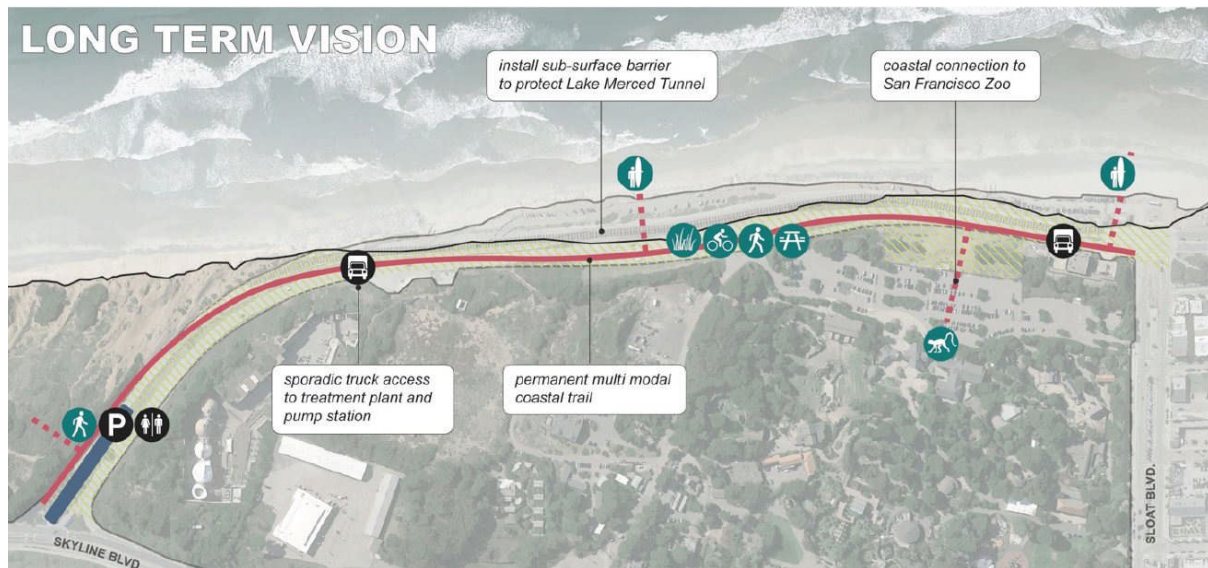
Primary Elements:

- Narrow roadway from 4 to 2 lanes from Sloat to Skyline including transition from 4 to 2 lanes north of Sloat.
- New signal for Skyline/Great Highway intersection.
- Intersection design at Skyline/Great Highway.
- Create new multi-use path along top of bluff between Sloat and Skyline.
- Add trail access to Fort Funston.
- Add new parking on Great Highway at Skyline. (needs further discussion)
- Reduce parking at North Parking Lot as erosion continues.



South Ocean Beach Plan: Phase TWO (2)

Phase two improvements will result in closure of Great Highway south of Sloat Boulevard, coordinated with 1) roadway and intersection improvements to Sloat and Skyline Boulevards, and 2) the implementation of shoreline protections to protect the Lake Merced Tunnel, a wastewater storage and transport facility under the Great Highway.



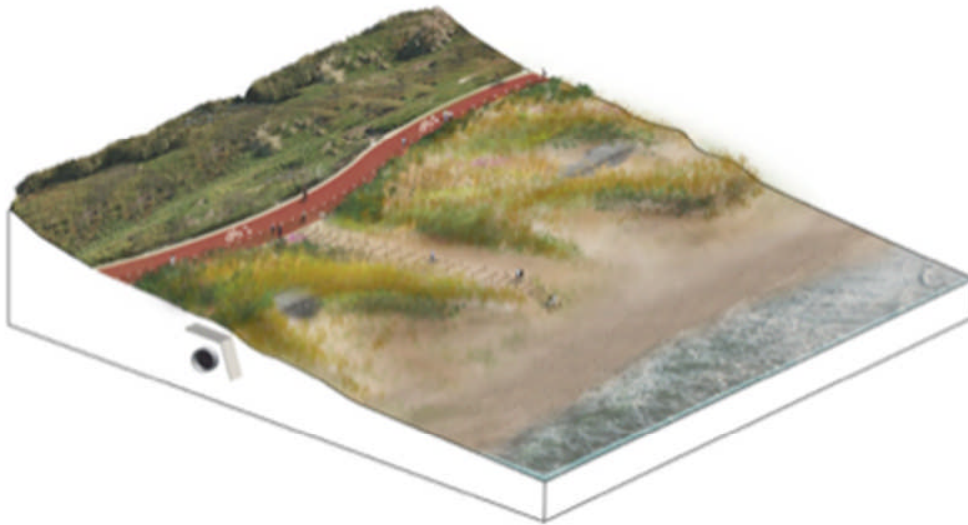
Phase TWO (2)

Driver: Public Utilities Commission (PUC)

Primary Elements:

- PUC fortifies coast between Lake Merced and Sloat with a subsurface barrier to protect Lake Merced Tunnel.
- Close remaining Great Highway vehicular lanes and reroute all north-south traffic to Skyline and Sloat.
- Skyline/Great Highway intersection redesigned as a simple signalized “T” intersection.
- Sloat/Skyline intersection redesigned as a roundabout.
- Great Highway/Sloat intersection redesigned to a turn.
- Create new multi-use path and utility road along bluff top between Sloat and Skyline after fortification completed.
- Remove south and north parking lots.
- Add new parking on Great Highway at Skyline.

phase 2+, road closed



South of Sloat (typical)

The roadway and intersection improvements will be developed, reviewed and implemented by SFMTA. The coastal protections are being developed by SFPUC in close consultation with the California Coastal Commission. They are part of an adaptive coastal management strategy, based on the Master Plan that includes a multi-objective combination of managed retreat, beach nourishment, and low-profile protective structures. Structures would be installed from above to limit disturbance, with a target construction date of 2021. The full closure of the Great Highway would correspond to the implementation of this project, allowing the restoration of ecologically beneficial surface conditions, the installation of a roadless coastal trail, and the removal of existing boulder revetments from the beach.

These actions, taken together, provide an adaptive, incremental process for the implementation of the Ocean Beach Master plan vision.



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Memorandum

Date: 06.17.16 **RE:** Citizens Advisory Committee
June 22, 2016

To: Citizens Advisory Committee

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Development of a Potential Local Transportation Revenue Measure and Expenditure Plan

Summary

The Citizens Advisory Committee (CAC) was briefed on potential local transportation revenue measures at a special meeting on June 15. This memo provides an update and supports a continued conversation on this topic at the regular June 22 CAC meeting. The Mayor and several members of the San Francisco Board of Supervisors have collaborated on a Transportation Expenditure Plan that would direct approximately \$100 million a year for 25 years to critical transit services and transportation improvements in every neighborhood, including safer, well-maintained streets, transit maintenance and expansion, and Muni equity and affordability programs. The Expenditure Plan is described in a charter amendment that would create General Fund set-asides for homelessness programs and for transportation (Attachment 1). The budget set-asides would be funded by the City's General Fund. A general sales tax increase of 0.75% has also been proposed for the November ballot. If approved, this measure would generate additional revenues for the General Fund. While the two measures are not legally linked, if both measures were approved, they would result, at least initially in approximately equivalent increase in General Fund revenues and expenditures. A separate 'back-up' option under consideration for the November ballot, should the Charter Amendment not move forward, is a dedicated 0.5% sales tax increase ordinance for transportation only (Attachment 2). The Expenditure Plans of both measures have identical structures that build and expand on the recommendations of the 2013 San Francisco Transportation Plan (SFTP) and 2014 Transportation 2030 Task Force. Over the next several weeks as we move closer to the late July/early August deadlines for placing measures on the November 2016 ballot, we will continue to seek input from city and regional transit agencies serving San Francisco, members of the public, and other key stakeholders through a variety of outreach tools and strategies including a telephone town hall as described in the memo. A hearing on the Charter Amendment legislation has also been scheduled for the June 30 Rules Committee at the Board of Supervisors. We are seeking input on the Charter Amendment and Transportation Expenditure Plan from the CAC.

BACKGROUND

The Transportation Authority adopted the most recent update of the countywide transportation plan (the San Francisco Transportation Plan or SFTP) in 2013, which established the 30-year vision for San Francisco's transportation system. As documented in the SFTP, and affirmed by the Mayor's Transportation 2030 (T2030) Task Force thereafter, San Francisco's needs for transportation funding far

exceed expected revenue from federal, state and local sources with an estimated \$19 billion unfunded need through 2040.

Federal and state support for transportation remains inadequate and so cities and counties across the nation and state continue look to voter support for 'self-help' in the form of local transportation funding measures. The T2030 Task Force recommended a series of local funding sources, including a transportation bond measure (passed by voters as Prop A in 2014), restoration of the Vehicle License Fee to the historic 2% level, and an additional half-cent sales tax, which combined to address approximately \$3 billion of an estimated \$10 billion need over 15 years (a subset of the need estimated in the SFTP).

Remaining needs and new priorities emerging since the 2014 Transportation bond measure (Prop A) include increasing the pavement quality of local streets, funding expansion vehicles for San Francisco's major transit operators, reaching the city's Vision Zero transportation safety goal by 2024, the SFMTA's Equity Policy and Muni Equity Strategy, interest in a second transbay tube, and investments in adaptation and resiliency.

Local Transportation Revenue Measures under Consideration: The Mayor and several members of the San Francisco Board of Supervisors (BOS) have collaborated on an Expenditure Plan that would direct roughly \$100 million a year for 25 years to critical transit services and transportation improvements in every neighborhood, including safer, well-maintained streets, transit maintenance and expansion, and Muni equity and affordability programs. The Expenditure Plan is described in a charter amendment that would create General Fund set-asides for homelessness programs and for transportation (Attachment 1). A hearing on this legislation has been scheduled at the BOS Rules Committee on June 30.

If the Charter Amendment is placed on the November 2016 ballot and approved by a simple majority of voters, the Charter Amendment would set aside the following amounts of General Fund revenues:

- \$11.5 M in FY 2016/17 and \$47.75 M beginning in FY 2017/18 and each year thereafter through FY 2041/42 for homeless housing and services; and
- \$23 M in FY 2016/17 and \$95.5 M beginning in FY 2017/18 and each year thereafter through FY 2041/42 for transportation.

The distribution of revenues is 1/3 for homelessness and 2/3 for transportation. A general sales tax increase of 0.75% has also been proposed for the November ballot. If approved, this measure would generate additional revenues for the General Fund. While the two measures are not legally linked, if both measures were approved, they would result, at least initially in an approximately equivalent increase in General Fund revenues and expenditures.

A separate 'back-up' option under consideration for the November ballot, should the Charter Amendment not move forward, is a dedicated 0.5% sales tax increase for transportation only (Attachment 2). The BOS resolution calling for development of the Expenditure Plan and describing principles for the initial draft sales tax ordinance is shown in Attachment 3.

We are encouraged to see the interest exhibited by the Board and Mayor in funding transportation by the introduction of both measures. We fully anticipate that by the end of July, the BOS and Mayor will decide upon one measure to place on the November 2016 ballot as they consider transportation in the context of all the other measures under consideration for the fall election cycle. For this reason, both the sales tax Expenditure Plan and the Charter Amendment include identical categories of funding and initial percentages for the distribution of revenues. The two measures differ in their voter-approval requirements and some administrative aspects.

DISCUSSION

The Citizens Advisory Committee (CAC) was briefed on the two local transportation measures under consideration for the November 2016 election and had a lengthy discussion on the topic at the special meeting on June 15. The purpose of this memorandum is to provide some updates and to enable the CAC to continue to provide input on this topic at the regularly scheduled June 22 CA meeting. The most noteworthy change has been clarification that the proposed Charter Amendment is the measure which the Mayor and the sponsoring BOS members are seeking to gain support for placing on the November 2016 ballot, with the transportation sales tax being the ‘back-up’ option. At the CAC meeting, we will provide additional updates include verbal summaries of input received through ongoing outreach efforts. The remainder of this memo provides a brief recap of information provided at the special meeting and some minor updates to the public engagement strategy.

The central feature of the draft Expenditure Plan are the six categories or programs that describe the types of projects and projects that would be eligible to receive funds from the sales tax measure. Those categories are show in Table 1 below. One notable difference from the current Prop K transportation sales tax that the Transportation Authority currently manages is the inclusion of the Transit Service and Affordability program (slated to receive 10% of revenues).¹ It is specifically intended to address equity and affordability issues and can help support Free Muni for Low Income Youth, Senior and Disabled Rider Programs; help implement recommendations from the Muni Equity Strategy (capital or operations), fund late night transportation services for night and swing shift workers; and to provide transit service for vulnerable populations such as paratransit and mobility management programs as well as help prevent service cuts in future years for these populations during economic downturns.

For ease of comparison, the amounts shown in Table 1 below are based on a rough estimate of approximately \$100 million in new revenues annually for transportation.

Table 1: San Francisco Transportation Expenditure Plan Summary 2016 (\$ millions)

Program	% of New Funding	25-Year Estimated Total
1. Transit Service and Affordability	10%	\$250
2. Muni Fleet, Facilities and Infrastructure Repair and Maintenance	20%	\$500
3. Transit Optimization and Expansion	10%	\$250
4. Regional Transit (and Smart System Management)	15%	\$375
5. Vision Zero Safer and Complete Streets	10%	\$250
6. Street Resurfacing	35%	\$875
Total	100%	\$2,500

One feature of the second category ‘Muni Fleet, Facilities and Infrastructure Repair and Maintenance’ is the ability to shift funds (up to 25% in a given year) to the first category ‘Transit Service and Affordability’ in order to prevent service cuts to Communities of Concern, in the event of an economic downturn.

Public Involvement: On the public agency side, we have been working very closely with the SFMTA and have held ongoing conversations with regional transit operators, particularly BART and Caltrain. We are seeking

¹ Prop K does include a paratransit funding program which comprises 8.6% of total program revenues.

input from our Technical Working Group which include City departments with transportation functions, the Port, regional transit operators, the Transbay Joint Powers Authority, MTC, Caltrans and others.

We are meeting with stakeholder groups including those representing the transportation, equity and environment community, business organizations and labor groups. We are also planning to conduct a citywide telephone town hall – in accessible languages and formats – on Wednesday, June 29 at 6 p.m. (details to be confirmed on our website www.sfcta.org).

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (3):

1. Charter Amendment – Homeless Housing and Services Fund and Budget Set-Aside; Transportation Improvement Fund and Budget Set-Aside
2. Board of Supervisors Initiative Ordinance – Business and Tax Regulations Code – Half-Cent Sales Tax Increase for Transportation
3. Board of Supervisors Resolution – Developing a Transportation Sales Tax Expenditure Plan

1 [Charter Amendment - Homeless Housing and Services Fund; Transportation Improvement Fund
2 - Budget Set-Asides]

3 **Describing and setting forth a proposal to the voters to amend the Charter of the City and**
4 **County of San Francisco, at an election to be held on November 8, 2016, to: create a**
5 **Homeless Housing and Services Fund and appropriate \$11.5 million to the Fund in fiscal**
6 **year 2016-2017 and \$47.75 million annually to the Fund, adjusted for changes in**
7 **discretionary City revenues, for the next 24 years, and create a Transportation**
8 **Improvement Fund and appropriate \$23 million to the Fund in fiscal year 2016-2017 and**
9 **\$95.5 million annually to the Fund, adjusted for changes in discretionary City revenues, for**
10 **the next 24 years.**

11
12 Section 1. The Board of Supervisors hereby submits to the qualified voters of the City
13 and County, at an election to be held on November 8, 2016, a proposal to amend the Charter of
14 the City and County by adding Sections 16.134 and 16.135, to read as follows:

15 NOTE: **Unchanged Charter text and uncodified text** are in plain font.
16 **Additions** are *single-underline italics Times New Roman font*.
17 **Deletions** are ~~*strike-through italics Times New Roman font*~~.
18 **Asterisks (* * * *)** indicate the omission of unchanged Charter
19 subsections.

20 **SEC. 16.134. HOMELESS HOUSING AND SERVICES FUND.**

21 *(a) Creation of the Fund. There shall be a Homeless Housing and Services Fund. In*
22 *fiscal year 2016-2017, the City shall appropriate \$11.5 million to the Fund. Beginning in fiscal*
23 *year 2017-2018 and each year thereafter through fiscal year 2041-2042, the City shall*
24 *appropriate \$47.75 million to the Fund, to be adjusted as provided in subsection (b).*

25 *(b) Adjustments to the Required Appropriation. Beginning with fiscal year 2018-2019,*
the City shall each year adjust the appropriation required under subsection (a) by the

1 percentage increase or decrease in aggregate City discretionary revenues, as determined by the
2 Controller, based on calculations consistent from year to year. In determining aggregate City
3 discretionary revenues, the Controller shall only include revenues received by the City that are
4 unrestricted and may be used at the option of the Mayor and the Board of Supervisors for any
5 lawful City purpose.

6 (c) Appropriations Excluded from Discretionary Revenues. Notwithstanding the
7 provisions of Charter Sections 8A.105, 9.113.5, 16.108, 16.109, 16.110, and 16.123-2, the value
8 of appropriations to the Fund, as calculated in subsections (a) and (b), shall be excluded from
9 the Controller's calculation of aggregate discretionary revenue used to adjust required
10 appropriations baselines and set-asides set in the Charter.

11 (d) Uses of the Fund. Monies in the Fund shall be used to provide services to the
12 homeless, including programs to prevent homelessness, create exits from homelessness, and
13 move homeless individuals into more stable situations. Such programs may be designed to
14 address the needs of specific at-risk populations. Monies in the Fund may be used for both
15 operations of these programs and capital investments required to maintain or expand system
16 infrastructure needs.

17 (e) Term. Except as provided in subsection (f) below, this Section 16.134 shall, by
18 operation of law, become inoperative on July 1, 2042, and on or after such date the City
19 Attorney shall cause this Section 16.134 to be removed from the Charter.

20 (f) Early Termination. At any time before January 1, 2017, the Mayor, after consulting
21 with his or her Budget Director and the Controller, and after taking into account the City's
22 projected revenues and expenditures in the City's financial plans, may terminate implementation
23 of this Section 16.134 by issuing a written notice to the Board of Supervisors and the Controller.
24 The termination shall be irrevocable and apply to this entire Section. Upon the Mayor's
25 submittal of the notice to the Controller and the Board of Supervisors, this Section 16.134 shall,

1 by operation of law, become inoperative, and the City Attorney shall cause this Section to be
 2 removed from the Charter.

4 **SEC. 16.135. TRANSPORTATION IMPROVEMENT FUND.**

5 (a) Creation of the Fund. There shall be a Transportation Improvement Fund. In fiscal
 6 year 2016-2017, the City shall appropriate \$23 million to the Fund. Beginning in fiscal
 7 year 2017-2018 and each year thereafter through fiscal year 2041-2042, the City shall
 8 appropriate \$95.5 million to the Fund, in the amounts specified in subsection (d), to be adjusted
 9 as provided in subsection (b).

10 (b) Adjustments to the Required Appropriation. Beginning with fiscal year 2018-2019,
 11 the City shall each year adjust the appropriations required under subsections (a) and (d) by the
 12 percentage increase or decrease in aggregate City discretionary revenues, as determined by the
 13 Controller, based on calculations consistent from year to year. In determining aggregate City
 14 discretionary revenues, the Controller shall only include revenues received by the City that are
 15 unrestricted and may be used at the option of the Mayor and the Board of Supervisors for any
 16 lawful City purpose.

17 (c) Appropriations Excluded from Discretionary Revenues. Notwithstanding the
 18 provisions of Charter Sections 8A.105, 9.113.5, 16.108, 16.109, 16.110, and 16.123-2, the value
 19 of appropriations to the Fund, as calculated in subsections (a) and (b), shall be excluded from
 20 the Controller's calculation of aggregate discretionary revenue used to adjust required
 21 appropriations baselines and set-asides set in the Charter.

22 (d) Uses of the Fund. Monies in the Fund shall be used to improve the transportation
 23 network in San Francisco through investments in the following categories and amounts:

24 (1) Transit Service and Affordability. Expenditures in this category 1 shall
 25 prioritize measures to mitigate identified deficiencies in transit service to low-income and

1 transit-dependent communities and to provide transit service affordability for low- and
2 moderate-income youth, seniors, and people with disabilities. Appropriations for this purpose
3 shall equal 10 percent of appropriations to the Fund in that fiscal year.

4 (2) Muni fleet, facilities, and infrastructure repair and improvement.

5 Expenditures in this category 2 shall prioritize measures to mitigate identified deficiencies in
6 transit service to low-income and transit-dependent communities. Appropriations for this
7 purpose shall equal 20 percent of appropriations to the Fund in that fiscal year.

8 (3) Transit optimization and expansion. Appropriations for this purpose shall
9 equal 10 percent of appropriations to the Fund in that fiscal year.

10 (4) Regional transit. Appropriations for this purpose shall equal 15 percent of
11 appropriations to the Fund in that fiscal year.

12 (5) Vision Zero Safer and Complete Streets. Appropriations for this purpose
13 shall equal 10 percent of appropriations to the Fund in that fiscal year.

14 (6) Street resurfacing. Appropriations for this purpose shall equal 35 percent of
15 appropriations to the Fund in that fiscal year.

16 (e) Administration of the Fund. Appropriations in categories (1) and (2) in
17 subsection (d) shall be allocated to the Municipal Transportation Agency (MTA), or its successor
18 agency, for the purposes specified. Appropriations in categories (3), (4), and (5) above shall be
19 allocated to the County Transportation Authority (CTA), or its successor agency, for the
20 purposes specified, subject to the approval of the Board of Supervisors. Appropriations in
21 category (6) shall be allocated to the Department of Public Works, or its successor agency, for
22 the purposes specified. In any fiscal year in which the Municipal Transportation Agency (MTA)
23 would otherwise be required to adopt service reductions as part of its budget, the MTA may
24 transfer up to 25% of the appropriations otherwise required to go to category (2) to category (1)
25

1 to offset those service reductions, in an amount not to exceed the cost of maintaining the
 2 services.

3 (f) Term. Except as provided in subsection (g) below, this Section 16.135 shall, by
 4 operation of law, become inoperative on July 1, 2042, and on or after such date the City
 5 Attorney shall cause this Section 16.135 to be removed from the Charter.

6 (g) Early Termination. At any time before January 1, 2017, the Mayor, after consulting
 7 with his or her Budget Director and the Controller, and after taking into account the City's
 8 projected revenues and expenditures in the City's financial plans, may terminate implementation
 9 of this Section 16.135 by issuing a written notice to the Board of Supervisors and the Controller.
 10 The termination shall be irrevocable and apply to this entire Section. Upon the Mayor's
 11 submittal of the notice to the Controller and the Board of Supervisors, this Section 16.135 shall,
 12 by operation of law, become inoperative, and the City Attorney shall cause this Section to be
 13 removed from the Charter.

14
 15
 16 APPROVED AS TO FORM:
 DENNIS J. HERRERA, City Attorney

17
 18 By: _____
 19 THOMAS J. OWEN
 Deputy City Attorney

20
 21 n:\legana\as2016\1600770\01108712.docx

1 [Initiative Ordinance - Business and Tax Regulations Code - Half-Cent Sales Tax Increase for
2 Transportation]

3 **Ordinance amending the Business and Tax Regulations Code to impose a transactions**
4 **(sales) and use tax at the rate of one-half of one percent (0.5%) for 25 years, to be**
5 **imposed by the San Francisco County Transportation Authority and administered by**
6 **the State Board of Equalization; designate the Transportation Authority as the**
7 **independent agency to oversee implementation of the San Francisco Transportation**
8 **Expenditure Plan; authorize the issuance of bonds or other obligations to finance the**
9 **projects identified in the Expenditure Plan; and establish an appropriations limit; and**
10 **directing submission of the tax for voter approval at the November 8, 2016 general**
11 **municipal election.**

12 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
13 **Additions to Codes** are in *single-underline italics Times New Roman font*.
14 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
15 **Board amendment additions** are in double-underlined Arial font.
16 **Board amendment deletions** are in ~~strikethrough Arial font~~.
17 **Asterisks (* * * *)** indicate the omission of unchanged Code
18 subsections or parts of tables.

19 Be it ordained by the People of the City and County of San Francisco:

20 Section 1. The Board of Supervisors hereby submits the following ordinance to the
21 voters of the City and County of San Francisco, at the general municipal election to be held on
22 November 8, 2016.

23 Section 2. The Business and Tax Regulations Code is hereby amended by adding
24 Article 14-A, consisting of Sections 1430 through 1446, to read as follows:
25

1 **SEC. 1430. TITLE.**

2 This Article 14-A shall be known as the San Francisco Transportation Expenditure Plan
 3 Ordinance. The San Francisco County Transportation Authority hereinafter shall be called
 4 "Authority." This Article shall be applicable in the City and County of San Francisco, which shall be
 5 referred to herein as "District" or "City."

6
 7 **SEC. 1431. OPERATIVE DATE.**

8 "Operative Date" means the first day of the first calendar quarter commencing more than 120
 9 days after the effective date of this Article 14-A.

10
 11 **SEC. 1432. PURPOSES.**

12 This Article 14-A is adopted to achieve the following, among other purposes, and directs that
 13 the provisions hereof be interpreted in order to accomplish those purposes:

14 (a) To impose a retail transactions and use tax in accordance with the provisions of
 15 Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section
 16 131000 et seq. of the Public Utilities Code, which authorize the City to adopt this tax ordinance which
 17 shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the
 18 imposition of the tax at an election called for that purpose.

19 (b) To adopt a retail transactions and use tax ordinance that incorporates provisions
 20 identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions
 21 are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the
 22 Revenue and Taxation Code.

23 (c) To adopt a retail transactions and use tax ordinance that imposes a tax and
 24 provides a measure therefor that can be administered and collected by the State Board of Equalization
 25 in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from,

1 the existing statutory and administrative procedures followed by the State Board of Equalization in
 2 administering and collecting the California State Sales and Use Taxes.

3 (d) To adopt a retail transactions and use tax ordinance that can be administered in
 4 a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of
 5 Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use
 6 taxes, and at the same time, minimize the burden of recordkeeping upon persons subject to taxation
 7 under the provisions of this Article 14-A.

8 (e) To adopt an appropriations limit, as required by Article XIII B of the California
 9 Constitution, of \$500,000,000.

10
 11 **SEC. 1433. CONTRACT WITH STATE.**

12 Prior to the operative date, the Authority shall contract with the State Board of Equalization to
 13 perform all functions incident to the administration and operation of this Article 14-A; provided, that if
 14 the Authority shall not have contracted with the State Board of Equalization prior to the operative date,
 15 it shall nevertheless so contract and in such a case the operative date shall be the first day of the first
 16 calendar quarter following the execution of such a contract.

17
 18 **SEC. 1434. TRANSACTIONS TAX RATE.**

19 For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all
 20 retailers in the District at the rate of 0.5% of the gross receipts of any retailer from the sale of all
 21 tangible personal property sold at retail in said District on and after the operative date of this Article
 22 14-A. This tax is additional to any other existing or future sales and use tax imposed under the
 23 authority of Revenue and Taxation Code Division 2, Parts 1.6 or 1.7.

1 **SEC. 1435. PLACE OF SALE.**

2 For the purposes of this Article 14-A, all retail sales are consummated at the place of business
3 of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an
4 out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross
5 receipts from such sales shall include delivery charges, when such charges are subject to the state sales
6 and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent
7 place of business in the State or has more than one place of business, the place or places at which the
8 retail sales are consummated shall be determined under rules and regulations to be prescribed and
9 adopted by the State Board of Equalization.

10
11 **SEC. 1436. USE TAX RATE.**

12 An excise tax is hereby imposed on the storage, use, or other consumption in the District of
13 tangible personal property purchased from any retailer on and after the operative date of this Article
14 14-A for storage, use, or other consumption in said District at the rate of 0.5% of the sales price of the
15 property. This tax is additional to any other existing or future sales and use tax imposed under the
16 authority of Revenue and Taxation Code Division 2, Parts 1.6 or 1.7. The sales price shall include
17 delivery charges when such charges are subject to state sales or use tax regardless of the place to
18 which delivery is made.

19
20 **SEC. 1437. ADOPTION OF PROVISIONS OF STATE LAW.**

21 Except as otherwise provided in this Article 14-A and except insofar as they are inconsistent
22 with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of
23 Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby
24 adopted and made a part of this Article 14-A as though fully set forth herein.

1 **SEC. 1438. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE**
 2 **TAXES.**

3 In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

4 (a) Wherever the State of California is named or referred to as the taxing agency,
 5 the name of this Authority shall be substituted therefor. However, the substitution shall not be made
 6 when:

7 (1) The word "State" is used as a part of the title of the State Controller,
 8 State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization,
 9 State Treasury, or the Constitution of the State of California;

10 (2) The result of that substitution would require action to be taken by or
 11 against this Authority or any agency, officer, or employee thereof rather than by or against the State
 12 Board of Equalization, in performing the functions incident to the administration or operation of this
 13 Article 14-A;

14 (3) In those sections, including, but not necessarily limited to sections
 15 referring to the exterior boundaries of the State of California, where the result of the substitution would
 16 be to:

17 (A) Provide an exemption from this tax with respect to certain sales,
 18 storage, use, or other consumption of tangible personal property which would not otherwise be exempt
 19 from this tax while such sales, storage, use, or other consumption remain subject to tax by the State
 20 under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

21 (B) Impose this tax with respect to certain sales, storage, use, or other
 22 consumption of tangible personal property which would not be subject to tax by the State under the said
 23 provision of that code.

24 (4) In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715,
 25 6737, 6797, or 6828 of the Revenue and Taxation Code.

1 **(b)** The word "District" shall be substituted for the word "State" in the phrase
 2 "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in
 3 Section 6203 of the Revenue and Taxation Code.

4
 5 **SEC. 1439. PERMIT NOT REQUIRED.**

6 If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation
 7 Code, an additional transactor's permit shall not be required by this Article 14-A.

8
 9 **SEC. 1440. EXEMPTIONS AND EXCLUSIONS.**

10 **(a)** There shall be excluded from the measure of the transactions tax and the use tax
 11 the amount of any sales tax or use tax imposed by the State of California or by any city, city and county,
 12 or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any
 13 state-administered transactions or use tax.

14 **(b)** There are exempted from the computation of the amount of transactions tax the
 15 gross receipts from:

16 **(1)** Sales of tangible personal property, other than fuel or petroleum
 17 products, to operators of aircraft to be used or consumed principally outside the County in which the
 18 sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or
 19 property under the authority of the laws of this State, the United States, or any foreign government.

20 **(2)** Sales of property to be used outside the District which is shipped to a
 21 point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or
 22 his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the
 23 purposes of this subsection (b)(2), delivery to a point outside the District shall be satisfied:

24 **(A)** With respect to vehicles (other than commercial vehicles) subject
 25 to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle

1 Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and
2 undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle
3 Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed
4 by the buyer, stating that such address is, in fact, his or her principal place of residence; and

5 (B) With respect to commercial vehicles, by registration to a place of
6 business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle
7 will be operated from that address.

8 (3) The sale of tangible personal property if the seller is obligated to furnish
9 the property for a fixed price pursuant to a contract entered into prior to the operative date of this
10 Article 14-A.

11 (4) A lease of tangible personal property which is a continuing sale of such
12 property, for any period of time for which the lessor is obligated to lease the property for an amount
13 fixed by the lease prior to the operative date of this Article 14-A.

14 (5) For the purposes of subsections (b)(3) and (b)(4) of this Section 1440, the
15 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract
16 or lease for any period of time for which any party to the contract or lease has the unconditional right
17 to terminate the contract or lease upon notice, whether or not such right is exercised.

18 (c) There are exempted from the use tax imposed by this Article 14-A, the storage,
19 use, or other consumption in this District of tangible personal property:

20 (1) The gross receipts from the sale of which have been subject to a
21 transactions tax under any state-administered transactions and use tax.

22 (2) Other than fuel or petroleum products purchased by operators of aircraft
23 and used or consumed by such operators directly and exclusively in the use of such aircraft as common
24 carriers of persons or property for hire or compensation under a certificate of public convenience and
25 necessity issued pursuant to the laws of this State, the United States, or any foreign government. This

1 exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and
2 Taxation Code.

3 (3) If the purchaser is obligated to purchase the property for a fixed price
4 pursuant to a contract entered into prior to the operative date of this Article 14-A.

5 (4) If the possession of, or the exercise of any right or power over, the
6 tangible personal property arises under a lease which is a continuing purchase of such property for
7 any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease
8 prior to the operative date of this Article 14-A.

9 (5) For the purposes of subsections (c)(3) and (c)(4) of this section, storage,
10 use, or other consumption, or possession of, or exercise of any right or power over, tangible personal
11 property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for
12 which any party to the contract or lease has the unconditional right to terminate the contract or lease
13 upon notice, whether or not such right is exercised.

14 (6) Except as provided in subsection (c)(7), a retailer engaged in business in
15 the District shall not be required to collect use tax from the purchaser of tangible personal property,
16 unless the retailer ships or delivers the property into the District or participates within the District in
17 making the sale of the property, including, but not limited to, soliciting or receiving the order, either
18 directly or indirectly, at a place of business of the retailer in the district or through any representative,
19 agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

20 (7) "A retailer engaged in business in the District" shall also include any
21 retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing
22 with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section
23 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5
24 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax
25

1 from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the
2 District.

3 (d) Any person subject to use tax under this Article 14-A may credit against that tax
4 any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable
5 for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect
6 to the sale to the person of the property the storage, use, or other consumption of which is subject to the
7 use tax.

8

9 **SEC. 1441. AMENDMENTS.**

10 All amendments subsequent to the effective date of this Article 14-A to Part 1 of Division 2 of
11 the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part
12 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and
13 Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this
14 Article 14-A, provided however, that no such amendment shall operate so as to affect the rate of tax
15 imposed by this Article 14-A.

16

17 **SEC. 1442. ENJOINING COLLECTION FORBIDDEN.**

18 No injunction or writ of mandate or other legal or equitable process shall issue in any suit,
19 action, or proceeding in any court against the State or the Authority, or against any officer of the State
20 or the Authority, to prevent or enjoin the collection under this Article 14-A, or Part 1.6 of Division 2 of
21 the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

22

23 //

24 //

25

1 **SEC. 1443. ADOPTION AND ADMINISTRATION OF SAN FRANCISCO TRANSPORTATION**
 2 **EXPENDITURE PLAN; EXPENDITURE OF PROCEEDS.**

3 *The Authority shall administer the San Francisco Transportation Expenditure Plan, as defined*
 4 *in Section 1447 of this Article 14-A, in accordance with Division 12.5 of the California Public Utilities*
 5 *Code and other applicable law. Proceeds of the tax imposed by this Article 14-A shall be spent only to*
 6 *implement the project components set forth in the Expenditure Plan, or as required or permitted by*
 7 *law.*

8
 9 **SEC. 1444. AUTHORIZATION TO ISSUE BONDS.**

10 *The Authority is hereby authorized to issue bonds as may be provided for in the adopted*
 11 *Expenditure Plan and in compliance with applicable law (“Limited Tax Bonds” or “Bonds”). The*
 12 *total outstanding aggregate amount of Bonds shall not exceed \$2,000,000,000, and shall be payable*
 13 *solely from the proceeds of the tax imposed under this Article 14-A.*

14
 15 **SEC. 1445. SEVERABILITY.**

16 *If any provision of this Article 14-A or the application thereof to any person or circumstance is*
 17 *held invalid, the remainder of the Article 14-A and the application of such provision to other persons or*
 18 *circumstances shall not be affected thereby.*

19
 20 **SEC. 1446. TERMINATION DATE.**

21 *The authority to levy the tax imposed by this Article 14-A shall expire 25 years from the*
 22 *Operative Date.*

23
 24 Section 3. Pursuant to Public Utilities Code § 131108, the Board of Supervisors hereby
 25 directs the Department of Elections to include in the sample ballot mailed to the voters the full

1 proposition, as set forth in this ordinance, and to include in the voter information handbook the
 2 entire adopted San Francisco Transportation Expenditure Plan, set forth in this Section 3 of
 3 this ordinance.

4

5 SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

6 Recommended [MONTH DAY, YEAR]

7 San Francisco County Transportation Authority

8 1. INTRODUCTION

9 A. SUMMARY

10 The San Francisco Transportation Expenditure Plan (SFTEP or Expenditure Plan)
 11 identifies transportation improvements to be funded from a new half-cent transportation sales
 12 tax. The projects and programs included in the Expenditure Plan are designed to be
 13 implemented over the next 25 years. Provisions are also made for amendments to the
 14 SFTEP. The SFTEP includes investments in six major categories: Transit Service and
 15 Affordability; Muni Fleet, Facilities and Infrastructure Repair and Improvement; Transit
 16 Optimization and Expansion; Regional Transit and Smart System Management; Vision Zero
 17 Safer and Complete Streets; and Street Resurfacing.

18 B. CONTEXT

19 In May 2016, the San Francisco Board of Supervisors (BOS) asked the San Francisco
 20 County Transportation Authority (SFCTA) working in partnership with the Mayor's Office and
 21 the San Francisco Municipal Transportation Agency (SFMTA), which is administering the
 22 Transportation 2030 program, to lead development of a SFTEP to specify the use of revenues
 23 from a potential new half-cent sales tax for transportation for potential consideration for the
 24 November 2016 ballot. Further, the BOS called for the SFTEP to build and expand on the
 25 recommendations of the San Francisco Transportation Plan (SFTP, also known as the

1 Countywide Transportation Plan) and the Transportation 2030 (T2030) Report, including
2 priorities that emerged after T2030, including strategies to support equity, service
3 improvements and traffic safety.

4 In 2013, the SFCTA adopted the most recent update of the Countywide Transportation
5 Plan, which establishes the 30-year vision for San Francisco's transportation system. As
6 documented in the SFTP, San Francisco's needs for transportation funding far exceed
7 expected revenue from federal, state, regional and local sources. The SFTP, through its
8 investment scenarios and policy recommendations proposed ways to invest the dollars we
9 expect to have to most effectively make progress towards San Francisco's goals, but analysis
10 showed that this progress is limited unless new revenues are identified. Therefore, the SFTP
11 recommended a two-pronged revenue strategy: positioning San Francisco to compete well for
12 new regional, state and federal sources, and seeking new locally-controlled sources.

13 Building on the SFTP analysis and recommendations, the Mayor's T2030 Task Force
14 investigated what San Francisco could do to fix the transportation network and prepare it for
15 the future; confirming that anticipated revenues were inadequate to meet those needs. The
16 T2030 Report recommended a series of local funding sources (including two general
17 obligation bonds, a sales tax, and a vehicle license fee) that, if approved by voters, would
18 provide about \$3 billion to complete a suite of critical transportation infrastructure projects by
19 2030. San Francisco voters approved the first of the T2030 recommended measures in
20 November 2014 by approving \$500 million general obligation bond, which will fund a range of
21 projects that will reduce Muni travel time, make Muni less crowded and more reliable, and
22 enhance safety on San Francisco's streets. At the same election, San Francisco voters
23 approved Proposition B, which requires the city to adjust funding for transportation each year
24 based on population growth, and these funds are helping to improve transit and make our
25 streets safer for all.

1 While San Francisco is making real improvements in transit reliability, building safer
2 streets, and improving the pavement condition of the street network, the transportation system
3 is still in a need of significant investment to bring it into a state of good repair and to sustain it
4 at such a level, and there is an urgent need to invest in near and long-term projects that
5 relieve severe overcrowding on our local and regional transit systems such as Muni, BART
6 and Caltrain to better serve current residents, employees and visitors, as well as an urgent
7 need for the resources to efficiently expand service to fully utilize these capital resources and
8 to ensure equitable provision of transit service and infrastructure investment to our
9 community. These investments can be complemented with efforts and improvements to
10 promote equitable transit-oriented development. Lastly, there remains a need for stable
11 augmentation of funding to continue to invest in street resurfacing, safety improvements, and
12 the pedestrian and bicycle networks.

13 The SFTEP for the use of Prop TBD funds was developed by the SFCTA in close
14 coordination with the SFMTA, with technical assistance and input from other city agencies,
15 regional transit operators serving San Francisco, the Metropolitan Transportation
16 Commission, and others serving on the SFCTA Technical Working Group. The Expenditure
17 Plan was recommended by the SFCTA Board on [MONTH DAY, YEAR].

18 By providing the required local match, Prop TBD is anticipated to leverage about \$10-
19 15 billion in federal, state, regional and other local funding for transportation projects in San
20 Francisco.

21 The SFTEP is a list of transportation projects and programs that will be given priority
22 for Prop TBD funding. As such the SFTEP shall be amended into the Capital Improvement
23 Program of the Congestion Management Program, developed pursuant to section 65089 of
24 the California Government Code. These projects and programs are intended to help
25

1 implement the long-range vision for the development and improvement of San Francisco's
2 transportation system, as articulated in the SFTP and its updates.

3 The SFTP, San Francisco's Countywide Transportation Plan is a living document,
4 updated on a regular basis with input from San Francisco agencies, regional transit operators,
5 and regional and state transportation agencies, the public and other interested stakeholders to
6 identify and address changing needs and regional trends, and align them with available
7 funding.

8 C. GOALS

9 The purpose of the SFTEP is to implement the priorities of the Countywide
10 Transportation Plan and the Transportation 2030 Report through investment in a set of
11 projects and programs that include planning, maintenance and rehabilitation of, and
12 improvements to the city's multi-modal transportation system. Goals of the plan include:

- 13 • Maintain existing assets in a state-of-good repair;
- 14 • Improve travel time and reliability;
- 15 • Reduce costs and geographic and socio-economic disparities;
- 16 • Serve planned growth; and
- 17 • Improve safety and accessibility of the system.

18

19 In addition to the above goals, development of the SFTEP was guided by the following
20 four SFTEP Principles and two Funding Principles.

21

22 **SFTEP Principles**

- 23 • Build on the SFTP (2013) and the T2030 Report.
- 24 • Embrace City and agency initiatives passed since T2030, including strategies to
25 support equity, affordability and traffic safety.

- 1 • Address progress and changes to project/program information.
- 2 • Increase focus on core capacity, system resiliency and equity given rapid growth
- 3 and affordability pressures.

4

5 **Funding Principles**

- 6 • Provide a bridge between 2017 and future revenue measures
 - 7 ○ Updated and extended Prop K Expenditure Plan, as early as November
 - 8 2023
 - 9 ○ Vehicle License Fee (recommended by T2030, as early as 2018)
 - 10 ○ 2024 General Obligation Bond (recommend by T2030)
 - 11 ○ New bridge toll (Regional Measure 3, estimated as early as 2018)
- 12 • Consider funding eligibility, particularly for those projects and programs that are
- 13 not eligible for other key funding sources (e.g. Muni light rail vehicles and BART
- 14 cars are not eligible to be funded by general obligation bonds.

15

16 **D. STRUCTURE**

17 The SFTEP is organized into six sections. Section 1: Introduction provides background
 18 on the Plan's purpose and goals. Section 2: Plan Summary provides the Plan's investment
 19 detail by category. Section 3: General Provisions provides further context on the Plan's
 20 policies and administration. Section 4: Description of Programs contains detailed descriptions
 21 of the programs and the types of items that are eligible for funding under each of them.
 22 Section 5: Implementation Provisions describes the process for prioritizing and allocating
 23 funds following adoption of the Plan. Section 6: Amendment Process, deals with the
 24 mechanisms for amending the Expenditure Plan.

25

1 2. PLAN SUMMARY

2 Table 1 summarizes the half-cent sales tax revenue allocations by program in constant
3 2016 dollars. The SFTEP is fiscally constrained to the total funding expected to be available
4 for each category. If revenues are higher or lower, the amount of funding available to each
5 category shall be consistent with the program percentages over the life of the Expenditure
6 Plan period.

7 Adoption of an ordinance to establish an additional one-half of one-percent sales tax is
8 necessary in order to fund the programs listed in Table 1. The tax shall be continued for the
9 period of implementation of the SFTEP, but not to exceed 25 years.

10

11 **Table 1: San Francisco Transportation Expenditure Plan Summary 2016 \$Millions**

Program	Total Expected Funding¹ (\$ millions)	Total Prop TBD Funding^{2,3} (\$ millions)	% of Prop TBD Funding³
1. Transit Service and Affordability	TBD	\$250	10%
2. Muni Fleet, Facilities and Infrastructure Repair and Maintenance	TBD	\$500	20%
3. Transit Optimization and Expansion	TBD	\$250	10%
4. Regional Transit and Smart System Management	TBD	\$375	15%
5. Vision Zero Safer and Complete Streets	TBD	\$250	10%

25

1	6. Street Resurfacing²	TBD	\$875	35%
2				
3	TOTAL	TBD	\$2,500	100%

4 **Notes:**

5 1. Total Expected Funding represents project costs or implementable phases of
6 multi-phase projects and programs based on a forecast of expected revenues from existing
7 federal, state and local sources, plus \$2.5 billion (2016 \$'s) in new sales tax revenues over
8 the 25 year life of the SFTEP. The amounts in this column are provided in fulfillment of
9 Sections 131051 (a)(1), (b) and (c) of the California Public Utilities Code.

10 2. The "Total Prop TBD" fulfills the requirements in Section 13105 (d) of the
11 California Public Utilities Code. [TO BE UPDATED WITH INFORMATION PENDING FROM
12 THE REGION'S PLAN BAY AREA UPDATE.]

13 3. Street resurfacing revenues are assumed at \$35 million (2016 \$'s) annually at
14 the inception of the Expenditure Plan period to help ensure that the city reaches and
15 maintains a Pavement Condition Index score of 70, meaning that a majority of city streets will
16 be in good condition. There are several new revenue measures that could be established in
17 the short- to mid-term that could provide dedicated funds for street resurfacing including, but
18 not limited to: a San Francisco Vehicle License Fee recommended by the Mayor's
19 Transportation 2030 Report (could be approved as soon as 2018), an increased toll on Bay
20 Area state-owned toll bridges (Regional Measure 3, anticipated as soon as 2018), the
21 amendment of the Prop K Transportation Expenditure Plan for the one-half of one-percent
22 sales tax authorized in 2003 (Expenditure Plan can be amended as soon as 2023), and
23 various options under consideration at the state level. If any of these or other local, regional
24 or state revenues measures are put into place with dedicated funds for street resurfacing
25 during the SFTEP period, each fiscal year the amount of funds provided to the Street

1 Resurfacing program will be decreased by the amount of new dedicated local revenues
 2 available for street resurfacing, de-escalated to 2016 \$'s, subject to a minimum floor of 11% of
 3 Total Prop TBD Funding or \$280 million (2016 \$'s) in Prop TBD revenue. The increment of
 4 freed up Street Resurfacing funds will be distributed to the remaining Prop TBD categories as
 5 follows:

6		
7	Transit Service and Affordability	42%
8	Muni Fleet, Facilities and Infrastructure Repair and Improvements	4%
9	Transit Optimization and Expansion	33%
10	Regional Transit and Smart System Management	0%
11	Vision Zero Safer and Complete Streets	21%
12	<u>Street Resurfacing</u>	<u>0%</u>
13	Total	100%

14

15 3. DESCRIPTION OF PROGRAMS

16 This section contains detailed descriptions of the programs in the SFTEP, and the
 17 types of items that are eligible for funding under each of them.

18 A. PERCENTAGE DISTRIBUTION OF PROP TBD REVENUES TO PROGRAMS

19 The percentage distribution of Prop K TBD funds and estimated Total Prop TBD (2016
 20 \$s) for each program corresponds to those amounts shown in Section 2, Table 1. See
 21 Section 3.B. below for language related to a changed distribution of funds which would be
 22 triggered if new dedicated funds for Street Resurfacing are secured. The program
 23 descriptions would not change. This language is also included as note 3 to Table 1.

24
 25

1 **1. Transit Service and Affordability.....10% (\$250M)**

2 Expenditures in this program could be used to ensure SFMTA’s ability to continue to
 3 support Free Muni for Low Income Youth, Senior and Disabled Riders Programs; to help
 4 implement recommendations from the Muni Equity Strategy (updated on a two-year basis); to
 5 fund late night transportation services for night and swing shift workers; and to provide transit
 6 service for at-risk populations such as paratransit, mobility management and lifeline programs.
 7 Expenditures in this program could also help supplement SFMTA’s Rainy Day Reserve to
 8 provide protections against service cuts in future years.

9 **2. Muni Fleet, Facilities and Infrastructure Repair and Improvements.....20%**
 10 **(\$500M)**

11 Expenditures in this program shall prioritize measures to mitigate identified deficiencies
 12 in transit service to low-income and transit-dependent communities. Expenditures in this
 13 program will leverage federal and state funds to help keep Muni’s fleet of buses, historic street
 14 cars, trains, and paratransit vehicles in a state-of-good repair through timely vehicle
 15 replacement and rehabilitation to ensure that the transit system is reliable, and to expand the
 16 fleet through additional vehicles and larger vehicles to reduce crowding on the most popular
 17 routes and meet future demand.

18 Expenditures in this program also will be used for SFMTA facilities, including stations
 19 and associated escalators and elevators, which are critical to support the SFMTA’s ability to:
 20 provide reliable transit service and safe, comfortable and coordinated access to transit;
 21 maintain street infrastructure; and store, protect, and maintain its diverse transit fleet.

22 Further, expenditures in this program will improve reliability and safety on Muni through
 23 the replacement and rehabilitation of rails, overhead wires and associated fixed guideway
 24 infrastructure for light rail, trolley coaches, historic streetcars, and cable cars.

25

1 In any fiscal year in which the SFMTA would otherwise be required to adopt service
2 reductions as part of its budget, the SFMTA may transfer up to 25% of the annual percentage
3 allocation of funds that would otherwise go to this program to the Transit Service and
4 Affordability program to offset those service reductions, in an amount not to exceed the cost of
5 maintaining the services.

6 **3. Transit Optimization and Expansion.....10% (\$250M)**

7 Expenditures in this program will include smaller capital investments to improve the
8 efficiency and enhance the service of the existing transit system as well as large transit
9 expansion projects needed to meet current demand and accommodate future growth.
10 Expenditures in this program would help plan, design and deliver enhancement and
11 expansion projects. Expenditures in this program may also include planning, design and
12 capital funding for supportive transportation infrastructure for transit-oriented development.

13 Examples of eligible projects include but are not limited to: Muni Forward, bus rapid
14 transit projects on major corridors (e.g. Geary and Geneva), Better Market Street, rail capacity
15 improvements such as those recommended by the SFMTA Rail Capacity Strategy and the
16 region’s Core Capacity Transit Study, major regional projects (e.g. Caltrain electrification,
17 second Transbay crossing and Downtown Extension), ferry infrastructure and vessels and
18 future subway projects (e.g. T-Third rail extension to Fisherman’s Wharf, Geneva Avenue rail
19 service, Geary Avenue Light Rail Transit, Upper Market to Mission Bay/SOMA Light Rail
20 Transit, under-grounding existing rail lines) prioritized by the Long Range Transportation
21 Planning Program, the SFTP and its updates, all of which will be developed in collaboration
22 with local and regional agencies

23 **4. Regional Transit and Smart System Management..... 15% (\$375M)**

24 To improve reliability and reduce overcrowding, as well as to encourage continued use
25 of transit by new residents and employees, regional transit capacity and system resiliency

1 must grow. The priority for expenditures in this program will be to fund San Francisco’s
 2 contribution to BART expansion vehicles (provided comparable matching funds are provided
 3 by Alameda and Contra Costa Counties, and subject to BART commitment of \$100 million in
 4 San Francisco station and access improvements) and to support the electrification of Caltrain.
 5 If partners don’t provide match for the BART expansion vehicles by 2024 or if less local funds
 6 are needed, expenditures in this program could also fund long-range regional network
 7 planning and design studies and/or capital improvements such as crossover tracks, passing
 8 tracks, turnbacks and station modernization improvements that increase core system
 9 reliability and capacity.

10 Expenditures in this program will also enable Smart System Management by funding
 11 technology-enabled system corridor management strategies for US 101, I-280 and I-80 (and
 12 associated surface arterial approach/distribution streets) to increase reliability for buses and
 13 high-occupancy vehicles through carpool/managed lanes and traveler information systems;
 14 and by funding a broad countywide toolkit of demand management strategies designed to
 15 promote sustainable travel choices such as carpooling, ride-sharing, transit/HOV use and
 16 active transportation modes through education campaigns, traveler incentives and fare/pricing
 17 strategies, policies and capital investments.

18 **5. Vision Zero Safer and Complete Streets.....10% (\$250M)**

19 Expenditures in this program will fund improvements primarily on the high-injury
 20 network that advance safety and enhance street users’ experience, including implementation
 21 of the bike strategy, upgraded traffic signals with pedestrian countdown signals, and audible
 22 signals to improve accessibility and safety, and improve pedestrian safety through data-driven
 23 improvements. Safety upgrades may be paired with streetscape enhancements, such as
 24 landscaping on curb extensions at bus stops. Examples of work eligible in this program range
 25 from corridor-wide improvements, to stand-alone pedestrian improvements at individual high-

1 injury intersections and/or freeway ramp/local street connections. Expenditures in this
2 program may also fund Vision Zero public education and evaluation.

3 Expenditures in this program also will optimize movement on San Francisco streets by
4 keeping traffic infrastructure and signals in a state of good repair through replacement and
5 upgrade of deteriorated or obsolete signal hardware; by bringing advanced technology to the
6 traffic signal system with tools that allow real-time traffic management, transit and emergency
7 vehicle signal priority, and expedite maintenance; and by adding pedestrian countdown and
8 audible signals as part of signal upgrades.

9 **6. Street Resurfacing..... 35% (\$875M)**

10 Expenditures in this program will help ensure the city reaches and maintains a
11 Pavement Condition Index (PCI) score of 70, meaning that the majority of city streets will be in
12 good condition. Keeping street surfaces in good repair has safety and financial benefits for
13 people traveling by all modes of transportation citywide. Conversely, deteriorated roadways
14 have a negative impact on all users and the more roads deteriorate, the more costly they
15 become to repair.

16 **Total.....100% (\$2500M)**

17
18 **B. TRIGGER FOR A REVISED PERCENTAGE DISTRIBUTION OF PROP TBD**
19 **REVENUES TO PROGRAMS**

20 Street resurfacing revenues are assumed at \$35 million (2016 \$'s) annually at the
21 inception of the Expenditure Plan period to help ensure that the city reaches and maintains a
22 Pavement Condition Index score of 70, meaning that a majority of city streets will be in good
23 condition. There are several new revenue measures that could be established in the short- to
24 mid-term that could provide dedicated funds for street resurfacing including, but not limited to:
25 a San Francisco Vehicle License Fee recommended by the Mayor’s T2030 Report (could be

1 approved as soon as 2018), an increased toll on Bay Area state-owned toll bridges (Regional
 2 Measure 3, anticipated as soon as 2018), the amendment of the Prop K Transportation
 3 Expenditure Plan for the one-half of one-percent sales tax authorized in 2003 (Expenditure
 4 Plan can be amended as soon as 2023), and various options under consideration at the state
 5 level. If any of these or other local, regional or state revenues measures are put into place
 6 with dedicated funds for street resurfacing during the SFTEP period, each fiscal year the
 7 amount of funds provided to the Street Resurfacing program will be decreased by the amount
 8 of new dedicated local revenues available for street resurfacing, de-escalated to 2016 \$'s,
 9 subject to a minimum floor of 11% of Total Prop TBD Funding or \$280 million (2016 \$'s) in
 10 Prop TBD funds. The increment of freed up Street Resurfacing funds will be distributed to the
 11 remaining Prop TBD categories as follows:

12		
13	Transit Service and Affordability	42%
14	Muni Fleet, Facilities and Infrastructure Repair and Improvements	4%
15	Transit Optimization and Expansion	33%
16	Regional Transit and Smart System Management	0%
17	Vision Zero Safer and Complete Streets	21%
18	<u>Street Resurfacing</u>	<u>0%</u>
19	Total	100%

20

21 4. GENERAL PROVISIONS

22 A. SALES TAX REVENUES

23 The operative date of the SFTEP shall be established pursuant to Section 131105 of
 24 the California Public Utilities Code. The one-half percent local sales tax dedicated to
 25

1 transportation improvements (approved in November 2016 as Proposition TBD) shall be
2 continued for the duration of the SFTEP, but not to exceed 25 years.

3 Revenues are estimated over the 25-year period of the SFTEP. The conservative
4 projection puts the total revenue level at \$2.5 billion (2016 dollars) and assumes a modest
5 growth rate. This projection builds in recessions and recoveries based on historical trends
6 and economic conditions as well as tax policy.

7 B. RESTRICTION OF FUNDS

8 Sales tax revenues shall be used solely for the projects and purposes set forth in the
9 SFTEP and its amendments and for the administration thereof. Sales tax revenues shall be
10 spent on capital projects rather than to fund operations and maintenance of existing
11 transportation services, unless otherwise expressly specified in the Plan Description. In
12 accordance with enabling legislation and adopted principles, sales tax revenues generated
13 pursuant to this plan shall be subject to the following restrictions:

14 i. NO SUBSTITUTION

15 a. In accordance with the legislative intent expressed in California Public
16 Utilities Code Section 131100 sales tax proceeds shall not replace funds previously provided
17 by property tax revenues for public transportation. As a condition for allocation of funds by the
18 SFCTA, the recipient department or agency shall certify to the SFCTA that the funds will not
19 be substituted for property tax funds which are currently utilized to fund existing local
20 transportation programs.

21 b. Proceeds from the sale or liquidation of capital assets funded with sales
22 tax revenues shall be returned to the SFCTA in proportion to the contribution of sales tax
23 revenues to the total original cost of the asset, for re-allocation to eligible expenses within the
24 categories from which funds were expended for the original investment.

25

1 ii. NO EXPENDITURES OUTSIDE SAN FRANCISCO

2 No sales tax funds shall be spent outside the limits of the City and County of San
3 Francisco, except for cases that satisfy all of the following conditions, and subject to a
4 possible need for amendment of state law:

5 a. Quantifiable Benefit: The project, service, or programmatic category is
6 included in the Expenditure Plan, and planning or other studies, developed in order to enable
7 its implementation, demonstrate that there will be a quantifiable benefit to the City and
8 County's transportation program from the expenditure of funds outside the City and County. A
9 quantifiable benefit is defined as a measurable increase in the cost effectiveness of a project
10 or group of transportation projects and or services at least partially funded with sales tax
11 funds, located along the corridor or in the immediate geographic area of the City and County
12 where the project in question is proposed to occur.

13 b. Expenses Matched By Other Counties: The proposed expense is
14 matched by funding from the county where the expenditure of sales tax funds is proposed to
15 be made.

16 Should transportation projects or services contemplated in the plan require the
17 participation of other counties for any phase of project planning or implementation, the SFCTA
18 shall work cooperatively with the Mayor's Office and affected county or counties to ensure
19 coordination and successful project implementation.

20 C. BONDING AUTHORITY

21 The SFCTA shall be authorized to issue, from time to time, limited tax bonds pursuant
22 to the provisions of California Public Utilities Code Sections 131109 et seq. in a total
23 outstanding aggregate amount not to exceed \$2.00 billion, payable from the sales tax
24 revenues generated by the local sales and use tax adopted by Prop TBD. The SFCTA's
25

1 bonding capacity shall be separate and distinct from that of the City and County of San
2 Francisco.

3 D. ADMINISTRATION BY THE SAN FRANCISCO COUNTY TRANSPORTATION
4 AUTHORITY

5 The SFCTA shall allocate, administer and oversee the expenditure of the Prop TBD
6 sales tax funds.

7 E. ELIGIBLE RECIPIENTS OF FUNDS

8 Only public agencies are eligible to receive allocation of sales tax funds.

9 F. SUPPORT OF ADJACENT COUNTIES

10 It is deemed unnecessary to seek the support of adjacent counties by requesting them
11 to develop their own Transportation Expenditure Plans because San Mateo, Alameda, Contra
12 Costa and Marin Counties have already adopted Transportation Expenditure Plans.

13 G. ENVIRONMENTAL REVIEW

14 Environmental reporting, review and approval procedures as provided for under the
15 National Environmental Policy Act (NEPA), and/or the California Environmental Quality Act
16 (CEQA), and other applicable laws shall be carried out as a prerequisite to the implementation
17 of any project to be funded partially or entirely with sales tax funds.

18 H. ACCOUNTABILITY AND TRANSPARENCY

19 i. FINANCIAL AUDITS: The SFCTA shall ensure a post audit of its financial
20 transactions and records at least annually by an independent certified public accountant.

21 ii. ANNUAL REPORT: Pursuant to California Public Utilities Code Section 131303,
22 the SFCTA shall prepare and adopt an annual report by January 1 of each year on the
23 progress to achieve the objectives of completion of the projects in the SFTP. The public
24 annual report shall summarize revenues collected; expenditures by program, costs related to
25

1 financing, if applicable; administrative costs; and accomplishments and benefits realized by
2 the program.

3 iii. REQUIREMENTS FOR FUND RECIPIENTS: All recipients of sales tax funds
4 allocated to Expenditure Plan programs will be required to complete certain requirements as
5 established by the SFCTA including reporting, completing audits, and complying with
6 attribution requirements.

7 iv. CITIZENS OVERSIGHT COMMITTEE: The SFCTA's Citizens Advisory
8 Committee shall serve as the Citizens Oversight Committee and will provide independent and
9 public oversight of all expenditures of Prop TBD sales tax funds by SFCTA or recipient
10 agencies. The committee shall assist with defining criteria and priorities for implementing the
11 Expenditure Plan consistent with the intention of Prop TBD; review the allocation of sales tax
12 funds; monitor the SFCTA's programs; and review annual audits.

13

14 5. IMPLEMENTATION PROVISIONS

15 A. STRATEGIC PLAN

16 This Expenditure Plan identifies eligible expenditures for each of the six programs
17 listed in Table 1 in Section 3. Prior to allocation of any sales tax funds, the SFCTA shall
18 prepare, in close coordination with all other affected planning and/or implementation agencies,
19 a Strategic Plan for the use of the sales tax revenues, for review and adoption by the SFCTA
20 Board. The Strategic Plan shall include a 5-year prioritized program of projects (see sub-
21 section C of Section 5) for each of the following programs: Muni Fleet, Facilities and
22 Infrastructure Repair and Improvement; Transit Optimization and Expansion; Regional Transit
23 and Smart System Management; and Vision Zero Safer and Complete Streets.

24 As part of the Strategic Plan development process, the SFCTA shall adopt, issue and
25 update detailed guidelines for the development of prioritized programs of projects.

1 B. CATEGORIES EXEMPT FROM PRIORITIZATION PROCESS

2 The Transit Service and Affordability and Street Resurfacing categories are exempt
 3 from the 5-year prioritization process. In the Strategic Plan, funds shall be programmed to
 4 these categories annually based on the percentage share of annual program revenues shown
 5 in sub-section A of Section 3 or as modified by sub-section B of Section 3. Funds will be
 6 allocated annually as a lump sum to the San Francisco Municipal Transportation Agency
 7 (SFMTA) (or its successor) for the first of the aforementioned programs and to San Francisco
 8 Department of Public Works (SFDPW) (or its successor) for the last program. Allocations
 9 shall be accompanied by a list of projects that the recipient agency intends to fund with the
 10 sales tax revenues. After the first year's allocation, all subsequent fiscal year allocations also
 11 must be accompanied by an annual report of expenditures prepared by the recipient agency
 12 to be presented to the SFCTA Citizens Advisory Committee and relevant Board committee.

13 Funds not expended within five years of allocation by the SFCTA Board will
 14 automatically be de-obligated by the SFCTA and reprogrammed to the same program in a
 15 future year. Failure to comply with reporting and auditing requirements may result in the
 16 SFCTA withholding annual allocations until such time as the recipient conforms to this
 17 requirement.

18 For programs exempt from the 5-year prioritization process, if SFMTA or SFDPW wish
 19 to advance funds for programming and allocation more quickly than on a pay-go basis, the
 20 agency must develop a 5-year prioritized program of projects for review and adoption by the
 21 SFCTA Board as described in sub-section C below and a corresponding Strategic Plan
 22 amendment to support the advancement of funds.

23 C. PRIORITIZATION PROCESS

24 For programs where more than one agency or department may be an eligible recipient
 25 of Prop TBD funds, the SFCTA Board shall designate a lead agency to coordinate

1 development of the 5-year prioritized programs of projects and prior to each of their
2 subsequent updates, for each program.

3 Prior to allocation of any sales tax funds, the lead agency shall prepare, in close
4 consultation with all other affected planning and implementation agencies, the SFCTA's
5 Technical Working Group, and the SFCTA, a 5-year prioritized program of projects including
6 budget, scope and schedule; consistent with the Strategic Plan for use of the Prop TBD funds,
7 for review and adoption by the SFCTA Board. Program goals shall be consistent with the
8 current SFTP and with the City's General Plan. Prior to adoption by the SFCTA Board, the
9 lead agency and SFCTA staff will present the draft 5-year prioritized programs of project to
10 the City's Capital Planning Committee for review and input.

11 The program of projects shall at a minimum address, the following factors:

- 12 i. Project readiness, including schedule for completion of environmental and
13 design phases; well-documented preliminary cost estimates, and documented community
14 support as appropriate;
- 15 ii. Compatibility with existing and planned land uses, and with adopted standards
16 for urban design and for the provision of pedestrian amenities; and supportiveness of planned
17 growth in transit-friendly housing, employment and services.
- 18 iii. A prioritization mechanism to rank projects within the program, addressing, for
19 each proposed project:
- 20 a. Relative level of need or urgency
- 21 b. Cost Effectiveness
- 22 c. A fair geographic distribution that takes into account the various needs of San
23 Francisco's neighborhoods.
- 24
- 25

1 iv. Funding plan, including sources other than Prop TBD.

2 The lead agency shall conduct appropriate public outreach to ensure an inclusive
3 planning process for the development of the program of projects, as well as general plan
4 referral or referral to any City Department or Commission as required.

5 The lead agency shall also identify appropriate performance measures to ensure that
6 progress is made in meeting the goals and objectives of the program. These performance
7 measures shall be developed in collaboration with the SFCTA and shall be consistent with the
8 SFCTA's Congestion Management Program.

9 The lead agency shall be eligible for planning funds from this category for the purpose
10 of completing the development of the program of projects.

11 Lead agencies will also be encouraged to explore alternative and non-traditional
12 methods for project and service delivery where they offer opportunities for increased cost-
13 effectiveness, desirable allocations of risk, and/or shortened project delivery timelines.

14 6. AMENDMENT PROCESS

15 The SFCTA Board may, by a 2/3 vote, recommend adoption of an amended
16 Expenditure Plan any time after fifteen years after the effective date of adoption of the SFTEP.
17 The SFCTA Board shall appoint an Expenditure Plan Advisory Committee to provide input on
18 an amended Expenditure Plan. The amendment process shall follow the provisions of
19 Division 12.5 of the California Public Utilities Code, except that the Expenditure Plan shall
20 require the approval by the Mayor of the City and County of San Francisco.

21

22 Section 4. Pursuant to Article XIII C of the Constitution of the State of California and
23 Section 7285 of the California Revenue and Taxation Code, this ordinance shall be submitted
24 to the qualified electors of the City and County of San Francisco at the November 8, 2016
25 general municipal election.

1 Section 5. This ordinance shall be effective at the close of the polls of the November
2 8, 2016 general election.

3

4 APPROVED AS TO FORM:
5 DENNIS J. HERRERA, City Attorney

6 By: _____
7 Carole F. Ruwart
8 Deputy City Attorney

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5/12/16

FILE NO. 160486

RESOLUTION NO.

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

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1 at least three publicly noticed meetings in May and June 2016 and developing a
2 complementary public engagement strategy.

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Memorandum

Date: 06.15.16 **RE:** Citizens Advisory Committee
June 22, 2016

To: Citizens Advisory Committee

From: Jeff Hobson – Deputy Director for Planning

Subject: **ACTION** – Adopt a Motion of Support to Adopt the San Francisco Parking Supply and Utilization Study Summary Report

Summary

Congestion is an ongoing issue in San Francisco, affecting its goals of Livability, Economic Competitiveness, and Healthy Environment, as defined in the San Francisco Transportation Plan. At the time of adoption of the Mobility, Access, and Pricing Study (MAPS) in 2010, the Transportation Authority Board and other stakeholders requested that staff examine policies that address parking demand and supply to see if these policies could serve as an alternative or complement to cordon based pricing. The Parking Supply and Utilization Study (PSUS) evaluated the feasibility of several parking-related strategies for congestion reduction through shifting trips from auto to non-auto modes (mode shift) or shifting trips to less congested time periods (peak spreading). PSUS found that the evaluated parking strategies perform modestly in mitigating area-wide congestion, and were less effective than the preferred cordon pricing scenario examined in MAPS. Rather than further pursue any of the strategies analyzed in the Study, PSUS recommends that agencies continue pursuing current parking initiatives, including utilization of demand based pricing for on-street parking and implementation of the Transportation Demand Management Ordinance. PSUS also recommends that the Transportation Authority evaluate the outcome of its ongoing pricing and demand management initiatives, including the Treasure Island Mobility Management Program and the Freeway Corridor Management Study, before further pursuing cordon based pricing initiatives in downtown San Francisco. The enclosure is a summary report for the Study, and a more thorough and detailed technical report is available upon request.

BACKGROUND

Improving mobility and managing congestion are important elements in sustaining San Francisco's role as a growing social and economic center. According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, the San Francisco-Oakland urban area experienced the country's third-highest yearly hours of delay per auto commuter in 2014. The most recent Congestion Management Program Update in 2015 indicated increased congestion on the arterial roadway and freeway network in San Francisco. With high projected housing and job growth in northeastern San Francisco, travel demand will continue to increase. The core network can only accommodate approximately half of the motorized vehicle demand increase forecasted for 2040 before reaching perpetual gridlock during peak periods.¹ In addition to the many infrastructure efforts underway, demand management is a critical component to the functioning of the transportation network.

¹ San Francisco Transportation Plan 2040 – Appendix C: Core Circulation Study. The “core” refers to the Downtown, South of Market (SoMa), and Mission Bay neighborhoods.

Improving mobility and managing congestion are important elements in sustaining San Francisco's role as a growing social and economic center. According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, the San Francisco-Oakland urban area experienced the country's third-highest yearly hours of delay per auto commuter in 2014. The most recent Congestion Management Program Update in 2015 indicated increased congestion on the arterial roadway and freeway network in San Francisco. With high projected housing and job growth in northeastern San Francisco, travel demand will continue to increase. The core network can only accommodate approximately half of the motorized vehicle demand increase forecasted for 2040 before reaching perpetual gridlock during peak periods.² In addition to the many infrastructure efforts underway, demand management is a critical component to the functioning of the transportation network.

Given these critical challenges, the Transportation Authority Board and stakeholders requested that staff explore how policies that address parking demand and supply could help manage congestion. The Study was funded by the Federal Highway Administration through the Value Pricing Pilot Program, the Metropolitan Transportation Commission, and the Proposition K Half-Cent Sales Tax for Transportation. The enclosed Parking Supply and Utilization (PSUS) Summary Report provides an overview of the study, its methodology, and findings. A more extensive technical appendix is available upon request.

An earlier Transportation Authority effort, the Mobility, Access and Pricing Study (MAPS), examined the feasibility of cordon-based pricing, which involves charging drivers a user fee to drive into or out of specific congested areas or corridors during certain times of day, and using the revenue generated to fund transportation improvements. MAPS found that congestion pricing would be a feasible way to meet San Francisco's goals for sustainable growth.

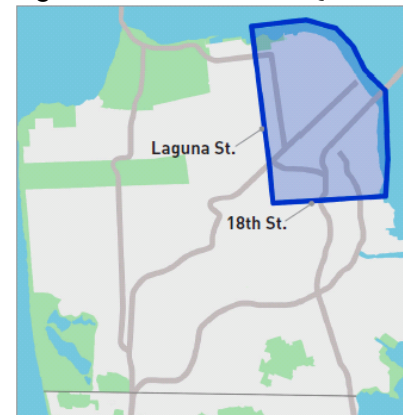
More recently, the San Francisco Municipal Transportation Agency (SFMTA) conducted the SFpark pilot program, which tested a new parking management system at many of San Francisco's metered on-street spaces and City-owned parking garages. The SFpark evaluation demonstrated that demand-responsive pricing can improve parking availability and yield secondary benefits, including reduced local congestion and mobile emissions.

DISCUSSION

PSUS evaluated the feasibility of several parking-related strategies for congestion reduction through shifting trips from auto to non-auto modes (mode shift) or shifting trips to less congested time periods (peak spreading). Key performance metrics for the study included a reduction in single occupancy vehicle mode share along with a reduction in vehicle miles traveled (VMT) and vehicle hours of delay (VHD) during the peak periods. To better inform the evaluation, the Study also performed data collection and estimated the total supply of off-street nonresidential parking spaces.

PSUS examined results for the city as a whole and a downtown focused area called the Northeast Quadrant. The Northeast Quadrant was defined based on the cordon boundaries that the MAPS study identified in its top-performing scenario. This area is bounded by Guerrero Street/Laguna Street to the west, 18th Street to the south, and San Francisco Bay to the north and east. Using the same geographic boundaries here in this study offers the opportunity to

Figure 1: Northeast Quadrant



² San Francisco Transportation Plan 2040 – Appendix C: Core Circulation Study. The “core” refers to the Downtown, South of Market (SoMa), and Mission Bay neighborhoods.

examine selected differences in transportation performance outcomes between cordon pricing and parking strategies.

Parking Supply: PSUS developed a parking supply model to estimate the amount of off-street, nonresidential parking. The model estimated undocumented parking supply that might not be reflected within existing data sets, focusing particularly on privately accessible parking. The existing Off-Street Census collected as part of SFpark extensively documents publically accessible parking lots and garages plus some privately accessible lots and garages. Additional data sources, including parking garage operator surveys, were collected as part of PSUS.

The supply model predicted a relatively low number of nonresidential, off-street parking spaces and locations beyond what the extensive SFpark Off-Street Census and parking operator survey already documents in the Study Area. This parking is likely to exist at parking garages or lots that are not readily advertised as publically available parking, such as permit holder only or customer only parking. Table 1 shows that the model estimated 172,000 non-residential off-street spaces citywide.

Table 1: Estimated Number of Off-Street, Nonresidential Parking Spaces by Geography and Census Status, Median Supply Model Result

	CENSUS	MEDIAN UNDOCUMENTED ESTIMATE	TOTAL
Study Area	84,100	3,300	87,400
Outside Study Area (extrapolated)	81,500	3,100	84,600
Citywide (extrapolated)	165,600	6,400	172,000

Strategy Evaluation: At its onset, PSUS compiled a list of candidate parking strategies through literature review, discussions with San Francisco stakeholders and other City agencies. The team then screened the strategies based on 1) effectiveness – i.e., a strategy’s potential to meaningfully reduce drive-alone mode share and congestion, and 2) ability to evaluate – i.e., the availability of tools (e.g., travel demand model, analytical best practices) and data to sufficiently measure a strategy’s impact. Table 2 below lists the 13 strategies carried forward for evaluation, grouped into four categories discussed in the remainder of this section: Fee-Based, Bulk Discount Elimination, Supply, and Cashout. The PSUS Technical Report contains a more extensive list and more detailed description of all candidate strategies considered and the screening process.

Table 2: Evaluated Parking Strategies

CATEGORY	STRATEGY	TRIPS AFFECTED	TIME PERIOD
Fee-Based	Annual parking space fee: fee passed onto driver	Unsubsidized work, Nonwork trips that park in NE zone	24-Hour
Fee-Based	Flat all-day fee	Unsubsidized work, Nonwork trips that park in NE zone	All-Day
Fee-Based	Flat peak fee	Unsubsidized work, Nonwork trips that park in NE zone	AM/PM Peak
Fee-Based	Universal parking access fee	All non residential trips that park in NE zone	AM/PM Peak or All-Day ³
Bulk Discount Elimination	Monthly discount elimination	Unsubsidized work, Nonwork (all of SF)	24-Hour
Bulk Discount Elimination	Monthly and hourly discount elimination	Unsubsidized work, Nonwork (all of SF)	24-Hour

³ The all-day timeframe spans the AM Peak, Midday, and PM Peak (6:00 a.m.-6:30 p.m.).

Bulk Discount Elimination	Parking sales tax bulk discount elimination incentive	Unsubsidized work, Nonwork (all of SF)	24-Hour
Bulk Discount Elimination	Parking fee bulk discount elimination incentive	Unsubsidized work, Nonwork (all of SF)	24-Hour
Supply	SFMTA garage redevelopment	All trips that park in SF	24-Hour
Supply	Parking supply cap	All trips that park in SF	24-Hour
Supply	Parking supply cap and trade	All trips that park in SF	24-Hour
Cashout	Increased cashout enforcement	All trips that park in SF	24-hour
Cashout	Expanded cashout law	All trips that park in SF	24-hour

Findings: Across the different strategy types, the parking scenario model results showed modest performance improvement of a relatively similar amount. Figure 2 depicts the overall mode splits for each scenario, including the baseline, during the AM Peak in the Northeast Quadrant. The bars show how reduced drive-alone trips redistribute among remaining modes. In the \$6 peak fee scenario, for instance, drive-alone and carpool trips decreased by 2.5 and 0.7 percentage points whereas transit and nonmotorized trips increased by 2.2 and 1.0 percentage points.

Figure 2: AM Peak, To/From/Within Northeast Quadrant Trip Mode Share by Scenario

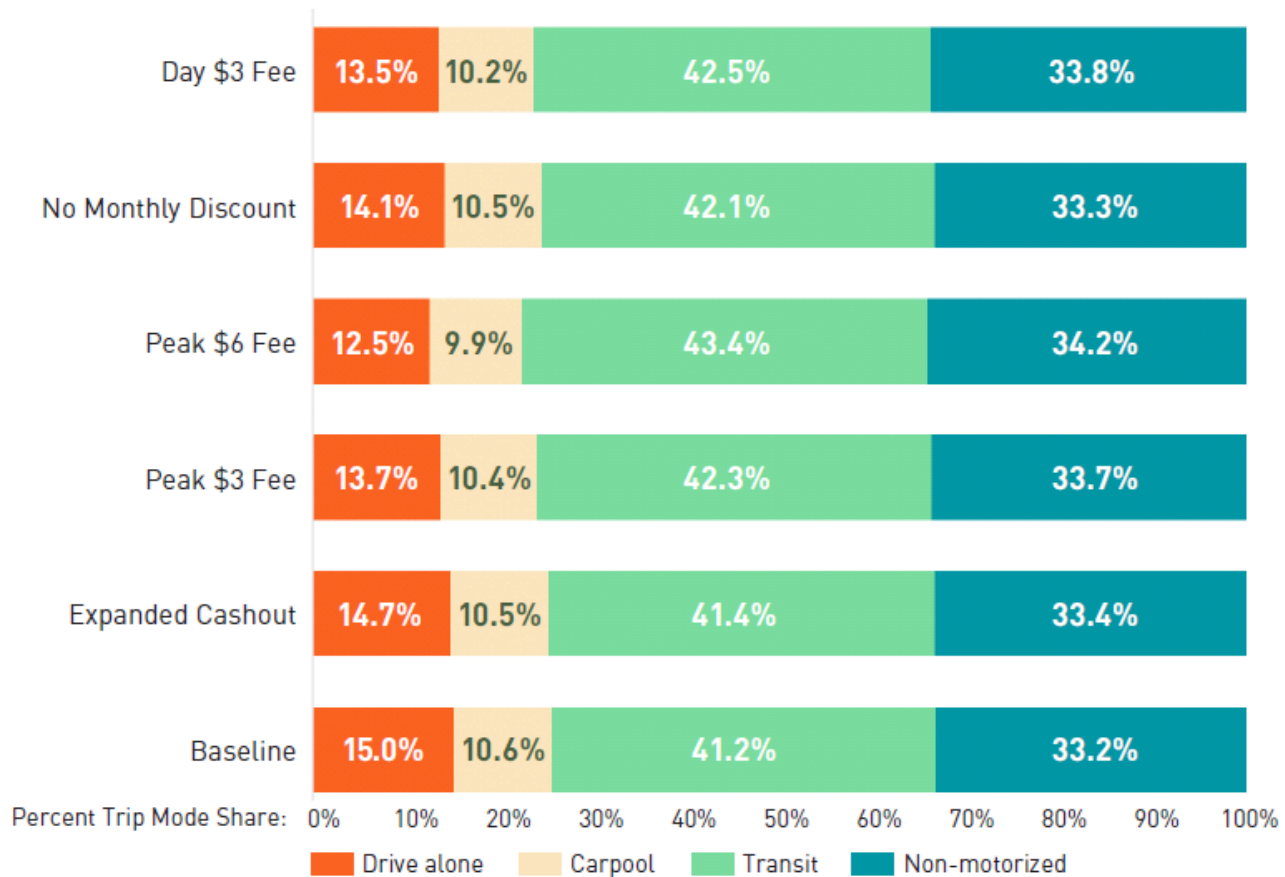


Figure 3 shows percent change in VMT, and Figure 4 shows percent change in VHD. Most of the strategies had a similar effect on the key congestion metrics. The \$6 peak fee showed the strongest effect, reducing VMT by 4.2% and VHD by 7.3% in the Northeast Quadrant during the AM peak.

Eliminating employer-paid parking had lower VMT and VHD reductions in the SF-CHAMP output than most of the other scenarios.

Figure 3 Percent Change in VMT

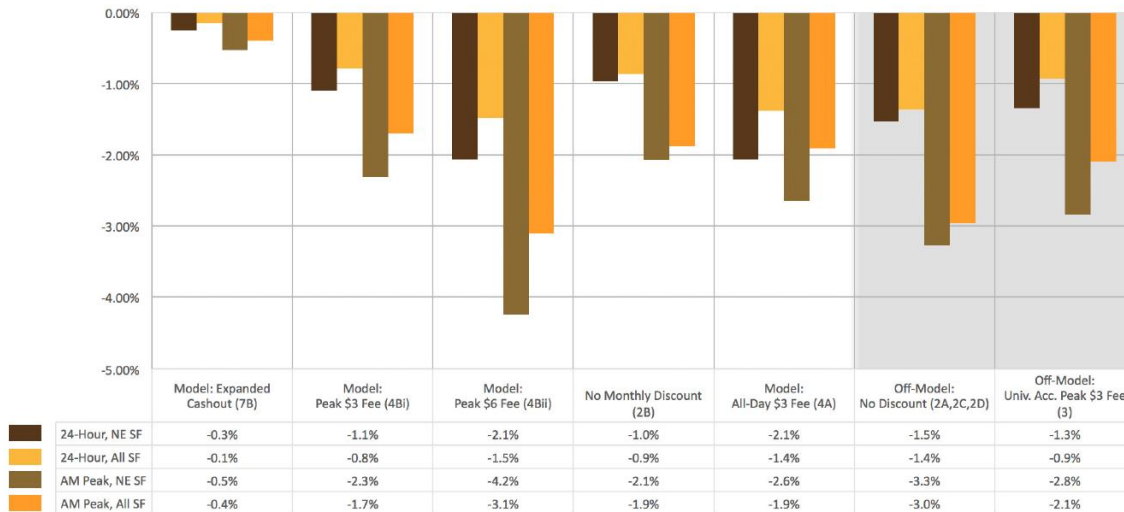
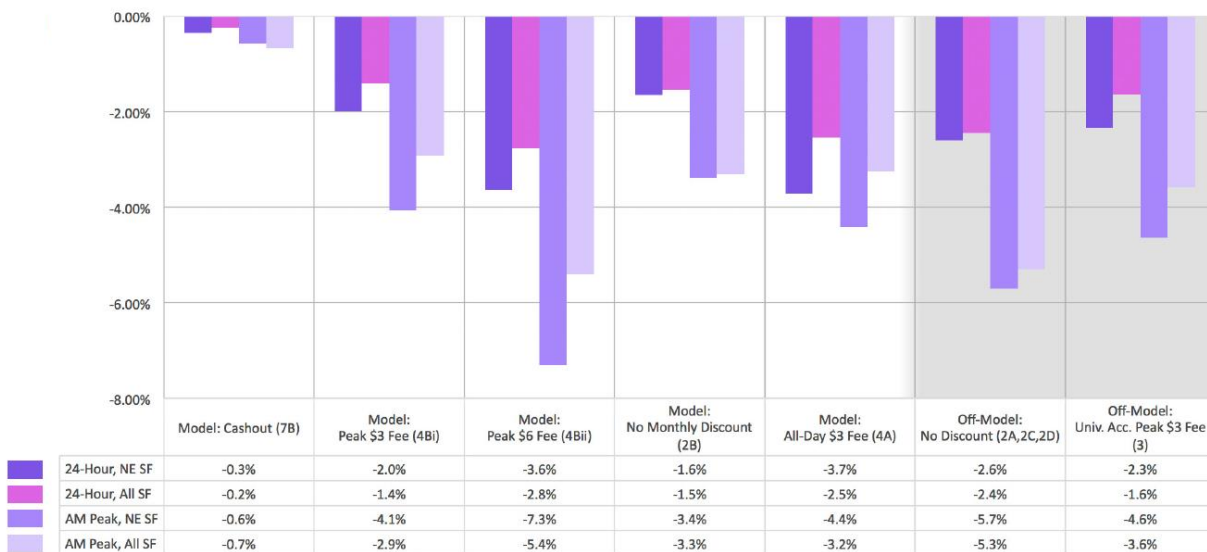


Figure 4 Percent Change in VHD



Comparison of Cordon Pricing versus Parking Pricing: Comparing the parking strategies to the MAPS preferred scenarios is challenging since the modeled cordon pricing scenarios had significant transportation investments, which made alternative modes more attractive than the baseline. However, the study team did analyze the performance of a cordon pricing scenario (\$3 peak fee for autos crossing the cordon during the AM and PM peak periods) without the transportation investments in order to compare the performance of a cordon based approach versus a parking fee based approach. The results indicate that cordon based pricing would likely be significantly more effective (more than 2x) in reducing VMT and VHD as well as having a greater influence over mode shift for fees of similar amount (i.e., the Peak \$3 Fee). The higher effectiveness of cordon based strategies can be explained by the fact that the downtown parking strategies do not apply directly to the approximately 110,000 daily vehicle through trips with origins and destinations outside the pricing or policy area (close to 50,000 of which occur during the AM and PM peak periods; an additional 70,000 vehicle trips – 30,000 during the AM and PM

peak periods – pass through the policy area by traversing freeways). In addition, those pass-through driving trips may be more sensitive to price changes since they are not paying the higher parking costs typical for downtown destinations. Therefore, from a technical standpoint, cordon pricing may be a more effective tool at managing congestion than the parking based approaches and may be easier to implement since all equipment and collection can be done in the public right of way and does not involve the development of equipment in or for private garages.

Conclusion: PSUS found that the evaluated parking strategies perform modestly in mitigating area-wide congestion, and were less effective than the preferred cordon pricing scenario examined in MAPS. This may, in part, be a reflection on the off-street parking environment in downtown San Francisco. Parking is already priced high due to market demands, and an existing 25% parking tax. As a result, much of the impact on demand that could be made using off-street parking pricing has already happened. While some of these strategies could be part of a larger congestion management effort within a changed political context, this study recommends continued support of on-street parking management through the SFpark program as well as implementation of the Transportation Demand Management (TDM) Ordinance as part of the Transportation Sustainability Program.⁴ The latter program requires land use developers to include onsite demand management measure to reduce VMT and project related transportation impacts by offering alternatives to single occupancy driving. The most effective measure (and therefore the most incentivized) is to reduce on-site parking. However, as part of the larger TDM approach, the changes to parking are likely to be even more effective. This Study also recommends continued piloting and evaluation of pricing based approaches to demand management such as the Treasure Island Mobility Management Program,⁵ the Freeway Corridor Management Study,⁶ and BART Perks⁷ pilot program. Based on the results of those programs and the near and long term approaches to congestion, San Francisco agencies could consider further pursuit of other pricing initiatives, including revisiting cordon based pricing.

ALTERNATIVES

1. Adopt a motion of support to adopt the San Francisco Parking Supply and Utilization Study Summary Report, as requested.
2. Adopt a motion of support to adopt the San Francisco Parking Supply and Utilization Study Summary Report, 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 or the proposed FY 2016/17 budget from the requested action.

RECOMMENDATION

Adopt a motion of support to adopt the San Francisco Parking Supply and Utilization Study Summary Report.

Enclosure:

1. San Francisco Parking Supply and Utilization Summary Report

⁴ www.tsp.sfplanning.org

⁵ www.sfcta.org/timma

⁶ www.sfcta.org/fcms


⁷ www.sfcta.org/BART-perks



Memorandum

Date: 06.15.16 **RE:** Citizens Advisory Committee
June 22, 2016

To: Citizens Advisory Committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **INFORMATION** – Update on the I-80/Yerba Buena Island East Side Ramps Project

Summary

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). TIDA is starting their redevelopment construction efforts on Treasure Island and YBI. Caltrans is also continuing their new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle pedestrian path to YBI. The Transportation Authority has been actively coordinating with Caltrans, the Bay Area Toll Authority (BATA), TIDA, and the U.S. Coast Guard to ensure proper coordination of all related construction efforts. In anticipation of the new Eastern Span bicycle pedestrian path extension to YBI occurring in fall 2016, all of the affected agencies have determined it would be advantageous to design and construct temporary trail landing Vista Point (Vista Point) improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more amenable Vista Point area (on U.S. Coast Guard property – Quarters 9), including hydration station, portable restrooms, bike racks, parking lot and pedestrian actuated crosswalk. The Vista Point improvements would be delivered by the Transportation Authority in partnership with BATA. BATA will be responsible for designing the facility and funding 50% of construction, while the Transportation Authority will be responsible for constructing the Vista Point improvements (as a construction contract change order to the I-80/YBI East Side Ramps project) and funding 50% of construction. Vista Point construction work is targeted for completion in fall 2016 and will be coordinated with the new Eastern Span bicycle pedestrian path extension to YBI. Construction of the project is proceeding on schedule and within budget, and is approximately 90% complete.

BACKGROUND

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) in implementing transportation projects on Yerba Buena Island (YBI). As part of that effort, the Transportation Authority is leading the delivery of the following two YBI improvement projects: 1) the I-80 YBI East Side Ramps project, which includes constructing new westbound on and off ramps (on the east side of YBI) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI West Side Bridges Retrofit project on the west side of the island on Treasure Island Road, a critical component of island traffic circulation leading to and from the SFOBB. The Transportation Authority is also working in partnership with Caltrans, the Bay Area Toll Authority (BATA) and the U.S. Coast Guard on these projects.

DISCUSSION

The Transportation Authority completed the Plans, Specifications and Estimates and right of way certification efforts for the I-80 YBI East Side Ramps project in March 2013 and construction started in January 2014. Construction of the project is proceeding on schedule and within budget and is approximately 90% complete, with the Westbound Off and On-ramps expected to be opened to traffic in September 2016. Full construction including landscaping installation and other miscellaneous items of work is currently scheduled for completion in December 2016. Total construction capital project cost is within the original \$63.89 million construction capital phase budget allocation.

TIDA is starting their redevelopment construction efforts on Treasure Island and YBI. Caltrans is also continuing their new Eastern Span SFOBB construction efforts, reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle pedestrian path to YBI. The Transportation Authority has been actively coordinating with Caltrans, BATA, TIDA, and the U.S. Coast Guard to ensure proper coordination of all related construction efforts. In anticipation of the new Eastern Span bicycle pedestrian path extension to YBI occurring in fall 2016, all of the affected agencies have determined it would be advantageous to design and construct temporary trail landing Vista Point (Vista Point) improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. This improvements would provide a temporary larger, more amenable Vista Point type setting (on US Coast Guard property – Quarters 9), including hydration station, portable restrooms, bike racks, parking lot and pedestrian actuated crosswalk.

The Vista Point improvements would be delivered by the Transportation Authority in partnership with BATA. BATA will be responsible for designing the facility and funding 50% of construction, while the Transportation Authority will be responsible for constructing the Vista Point improvements (as a change order to the I-80 YBI East Side Ramps project) and funding 50% of construction. Vista Point construction work is scheduled for completion in fall 2016 and will be coordinated with the new Eastern Span bicycle pedestrian path extension to YBI. Total estimated construction cost for this work is \$2 million. BATA will provide \$1 million of Bridge Toll Funds for its share of the cost and the Transportation Authority's \$1 million share will be funded with Federal Highway Bridge Program and Prop 1B Seismic Retrofit funds from the capital construction phase contingency line item.

The Transportation Authority is also working in partnership with Caltrans, BATA, TIDA and the U.S. Coast Guard to develop and implement traffic circulation changes in the vicinity of the I-80 eastbound (EB) on and off ramps and Hillcrest/Southgate Road intersection. The Transportation Authority has developed a Southgate Road realignment concept that accomplishes the following: 1) reduce the potential for queuing onto I-80 by eliminating the currently planned left turn from the I-80 EB off-ramp to Southgate Road; 2) significantly improve Southgate/Hillcrest Intersection Level of Service (LOS); 3) improve roadway geometry to eliminate truck turning deficiencies; 4) separate I-80 EB and I-80 westbound traffic to reduce on-island queues; 5) reduce conflict between bicycles/pedestrian and the motoring public. Staff plans to bring more specifics on this item back to the Committee at a future meeting.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.